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Issue 122 June 2016
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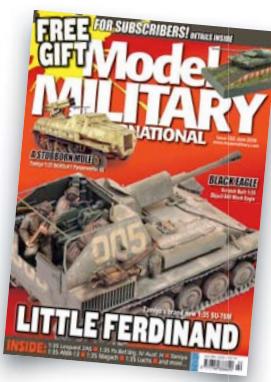
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**IBG
MODELS**

IBG MODELS' 1:35 KTO ROSOMAK

BG Models has sent photos of the prototype build of their upcoming 1:35 scale KTO Rosomak kit. The first version should be available when you are reading this.

The KTO Rosomak is a Polish Armored Personnel Carrier based on the Finnish Patria AMV vehicle. It was used by the Polish Army in Afghanistan and had proven to be an excellent fighting vehicle that offers

great protection to its crew.

The nickname "Polish Green Devil" was given to it by the local Taliban fighters, because of its resilience and good firepower.

We'll have more news of this interesting release as it comes to hand.

Thanks to Adam from IBG Models for the information and images www.ibgmodels.com



CLASSY HOBBY 1:35 LUCHS CREW

Hot on the heels of their two 1:16 Luchs kits, Classy Hobby has announced two associated crew figures:

- MC16004 W.W.II German Wehrmacht Panzer Crew (Driver) Multi-Pose for LUCHS, TIGER, Panzer IV, and
- MC16005 1:16 W.W.II German Wehrmacht Panzer Crew (Commander) Multi-Pose for LUCHS, TIGER, Panzer IV, Stug III.

As you can probably tell by the title, although these will be ideal for the Classy Hobby Luchs kits, they will also be suitable for many other German vehicles in the burgeoning scale of 1:16.

We have a detailed review of Classy Hobby's first Early Version Luchs release, but there will also be a late version joining it soon:

- MC16003 Panzerkampfwagen II Ausf. L Luchs - 4 Panzer Division. Thanks to Classy Hobby for the information and images

www.classy-hobby.com



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BRITISH HEART FOUNDATION MODEL SHOW

The British Heart Foundation Model Show takes place on Saturday 14th May at Thomas Risley Church, Glover Road, Locking Stumps, Birchwood, Warrington, Cheshire WA3 7PH. Doors open to the public between 10:00 -16:00. Admission charges are adults £2.50 seniors £2 kids £1.50 and under 3's free.

This years exhibits are model clubs, dioramas, wargaming, Star War characters, model railway, Scalextric, toy soldiers, castles, model cars and more.

There is ample free parking and the hall is wheel chair friendly, refreshments are on sale and there is a small trade stall.

As always all the proceeds will be donated to the BHF who will be attending on the day.

The total to date raised is a staggering £20,881.18 so the organisers pass on their thanks to everyone who has supported the show over the years.

For further details please contact Paul Gemmell on 07425141471 or gemmell.paul@yahoo.co.uk

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The Guy Quad-Ant was a 4x4 artillery tractor that supplied the chassis for the Guy Armoured Car introduced in 1938. The tractor was used for artillery towing and general military loads too. About 4,000 of all models were produced during the war.

THE HUMBER ARMoured CAR IN WWII

Bruce Culver describes the origins, development and deployment of the Humber Armoured Car in the Second World War.

During the Great War, Great Britain operated a number of armoured cars, most by the Royal Naval Air Service (R.N.A.S.) Armoured Car Section. The development of trench warfare largely eliminated armoured cars from service on the Western Front, and they were deployed to other locales, such as the Middle East and Mesopotamia.

The standard equipment was the 1914 Rolls-Royce armoured car, built on the chassis of the Rolls-Royce Silver Ghost. It proved to be a very useful vehicle and was used on many operations. In the Western Desert of Egypt and Cyrenaica, these armoured cars were escorted by the Light Car Patrols driving Ford Model T cars modified for the desert.

After the end of the Great War, budgetary considerations kept the obsolescent Rolls-Royce cars in service - they still gave good service in colonial and occupation duties and the using troops were familiar with them. But by the late 1930s, with the rearmament of Germany and other European nations, it was obvious that more modern designs were needed. Thus,

in 1938, a request for new designs went out to British industry for a new armoured car to equip the army's reconnaissance units.

THE NEXT GENERATION

The firm of Guy Motors had been producing a series of artillery tractors from 1935 - the Guy Ant, a 4x2 tractor, and the Guy Quad-Ant, a 4x4 design for towing



The Guy Armoured Car was the first British armoured car to be assembled primarily of welded components. This Guy innovation saved a great deal of money and effort, and made the vehicles safer for the crews. Guy built a total of 50 Mk Is and 51 Mk IAs.



The Guy Mk I had an armament of one .5 in Vickers HMG and one standard .303 Vickers MG. The Guy Mk IA, seen here in England in 1941, had an improved fit of one 15mm Besa HMG and a standard 7.92mm Besa LMG, replacing the two Vickers guns.



The Karrier KT4 artillery tractor was built by the Rootes Group for the Indian Army. When Guy had to release production of its Mk IA armoured car, the chassis of the KT4 was adapted to fit the Guy armoured car body, resulting in the Humber Mk I.



The Humber Mk I armoured car was almost identical in appearance to the Guy Mk IA, and carried the same armament of a 7.92mm Besa LMG and a 15mm Besa HMG. The Humber armoured cars were actually built by Karrier, but the Humber name was used to avoid confusion with the Karrier KT4 artillery tractor.



This is the other side of the Humber Mk I armoured car, showing the entry hatch and offside stowage. The Mk I had a crew of three and could achieve 80km/h (50 mph). Note the exposed box for the driver, a weak point in the armour.



This Humber Mk I was seen during manoeuvres in Tidwell, England in 1941. It was part of the 12th Royal Lancers, 1st Armoured Regiment. Note the split cupola hatch. There were several built-in stowage boxes fitted to the Humber armoured cars.



These Humber Mk I armoured cars of the British 9th Armoured Division were seen during a parade at Guisborough in 1941. The two lead vehicles both have Lakeman flexible mounts for Bren guns fitted to the turret roofs.



The Humber Mk I AA was armed with a turret similar to the Vickers Mk VI light tank, mounting four 7.92mm Besa LMGs. As the Allies established air superiority, these MG-armed cars became less useful and were often replaced with other types.



Think Tank - The Humber Armoured Car in WWII



The Humber Mk II armoured car introduced a major change in the body design, with a revised glacis and upper hull sides that enclosed the driver's position to give better protection. The turret was the same as for the Mk I.



This Humber Mk II armoured car of the 12th Royal Lancers was patrolling the area south of El Alamein in July 1942. The colour is probably overall 'Light Stone', widely used in the desert war. Later a second dark colour was added to simulate the desert shadows.



The Luftwaffe was a dangerous enemy in Africa, and any Allied vehicle in the desert was vulnerable to strafing or bombing attacks. This Humber Mk II with the Lakeman mount for a Bren LMG was in a better position to defend itself than an unarmed vehicle.



The Deutsches Afrikakorps (DAK) was an enthusiastic user of captured Allied vehicles, as shown by this captured Humber Mk II armoured car in use by a German reconnaissance unit. The oversized crosses were to reduce 'friendly fire' incidents.



The Humber Mk II had good cross-country performance in Africa where the sand was firm, and was reliable and relatively well-armed. The 15mm Besa on this DAK-operated example used unique ammunition, but the 7.92mm Besa conveniently used standard German rifle ammunition.



Since the Humber didn't look like the standard German SdKfz 222 armoured car, it was not uncommon for crews to display highly visible markings to identify themselves to their pilots. Large Balkenkreuz crosses and national flags were two common methods.



The Humber Mk III armoured car introduced a larger three-man turret that allowed a radio operator to take over radio communications from the commander. The hull and armament remained the same as the Mk II. The stowage was revised and simplified.



The offside of the Humber Mk III reveals stowage arrangements for two Bren guns and also for the pioneer tools and the offside end of the tow cable. The turret rear overhang was larger to accommodate the radio. Note the many stowage boxes fitted.



The long distances and lack of supplies in the North African campaign led to vehicle crews carrying as much equipment and supplies as they could, as seen on this Humber Mk III of the 4th Light Armoured Brigade in the Western Desert in August 1942.

◀ artillery and other military loads. Ultimately some 4,000 Guy Ants and Quad-Ants were built before and during the Second World War. Guy Motors prided themselves on innovation and they proposed an armoured car built with welded armour structures, which at the time was thought too difficult for manufacturers to do. Guy developed the system for welding thin armour plate, and the new Guy 'Wheeled Tank, Mark I', was lighter and safer for the crew as a result of Guy's new method. 101 Guy armoured cars were constructed - 50 Mark Is with a .50 Vickers HMG and a .303 Vickers MG in a fully rotating turret, and 51 examples of the Mk IA, which replaced the two

Vickers guns with a 15mm Besa heavy MG and a 7.92mm Besa light MG, as these were more modern weapons.

Guy, however, was unable to produce enough of these new armoured cars due to other work the company was performing, and other manufacturers were asked to submit their designs to replace Guy's production. The Rootes Group, a large automobile conglomerate, submitted a design using the body of the Guy Mk IA armoured car adapted to fit onto the chassis of the Karrier Motors KT4 4x4 artillery tractor they were building for the Indian army. The design was approved for production as the Humber Mk

I armoured car. The vehicles were actually built by Karrier Motors, but the Humber name was used to avoid confusion between the Karrier KT4 tractor and the new armoured car.

THE HUMBER MK I

The Humber Mk I used the same body as the Guy Mk IA, even though there were some serious design flaws in the armour layout. The turret was similar to that of the Vickers Mk VI light tank, accommodated a crew of two (commander and gunner) and was armed with the same Besa 15mm and 7.92mm MGs. While the 15mm Besa used special ammunition, the 7.92mm weapon used standard

German service ammunition, a feature that proved useful in action, as captured German ammunition could be used. The 15mm Besa could penetrate light armour up to 10-15mm, making it useful against vehicles.

The body used sloped armour, which increased protection, and the driver sat rather high up, giving him a better view of the surrounding area at the cost of being a more conspicuous target. There were two entry doors in the body sides, and the spare tyre could be fitted to the glacis, though this seemed to be less common on the Mk I. The chassis was a typical light truck design with solid beam axles and elliptical



This Humber Mk III of the 11th Hussars was photographed outside Tripoli, Tunisia in February 1943. Tunisia in the late winter proved to be more temperate and greener in foliage than the desert, and here the trees provided good cover.



This Humber Mk III supported the Greek government crackdown on ELAS fighters, former partisans, in Athens in January 1945. This fighting eventually led to the post-war Greek Civil War, causing thousands of casualties.



British armoured car patrols often went well into the desert to locate enemy supply caches and travel routes. Many Humber like this Mk III of the 12th Royal Lancers carried spare tyres on the front plate as seen here.



Even with an effective sand camouflage scheme, a vehicle sitting in the flat expanse of the desert was often visible for many kilometres, and thus vulnerable to air attack and actions by enemy armoured cars. Speed was the main defence in escaping to safety.



General Bernard Law Montgomery (at left) met with officers in his command to plan the attack on Tripoli in Tunisia, January 1943. The escort vehicle is a Humber Mk III armoured car. Other Humber were set up as radio vehicles for relaying communications.



The Fox armoured car was a Canadian adaptation of the Humber Mk III body to mate with the rear-engine version of the Canadian Military Pattern (CMP) light truck chassis. The Besa MGs were removed and replaced by .30 and .50 Browning weapons.



The Fox Mk I was used largely in Italy and 1,506 were built. These cars had a four-man crew: driver, commander, gunner and radio operator. In most respects they were similar to the Humber models except for the chassis, and were a successful adaptation.



This Fox Mk I "Bardia" of the Canadian 4th Princess Louise Dragoon Guards was photographed in Matrice, Italy in 1944. Note the mostly hidden barrels of the .30 and .50 Browning MGs inside the prominent armour sleeves on the mantlet.



The Humber Mk IV was the final and most produced version of the Humber series. It was similar to the Mk III but had a modified turret mounting a US M5 or M6 37mm gun. The larger gun installation necessitated eliminating the radio operator, leaving a crew of three.

springs. While not sophisticated, it had the virtue of being quite reliable and simple to repair.

The Humber Mk I armoured car entered production in 1940, but was too late to see service in the French campaign, although six of the Guy armoured cars were sent and were lost with the rest of the British Expeditionary Force. 300 Mk Is were built, accepting the flaws of the Guy design to achieve quick production.

A relatively little-known variant was the Humber Mk I AA. This model was intended for defence against enemy aircraft and featured a new turret very much like that of the Vickers Mk VI light AA tank.

It had four 7.92mm Besa MGs and an anti-aircraft sight. As the Allies generally established air superiority over most of the battle field, there was not much use for the Mk I AA, and relatively few were built.

HUMBER MK II

The next model of the Humber was the Mk II, which retained the turret of the Mk I with the two Besa guns but had a redesigned body to improve the armour layout. The hull was extensively reworked and the new glacis design extended up to enclose the driver in an integrated position, eliminating the exposed box structure of the Mk I. The two side doors were

retained, and improvements were made to the cooling vents at the rear. The turret was modified, but in general remained similar to that of the Mk I. A number of the Mk II OP were built for use as forward observation posts. Their turrets mounted two 7.92mm Besa MGs, to allow room for extra radio equipment in the turret.

HUMBER MK III

The next version of the Humber armoured car was the Mk III. This retained the body and chassis of the Mk II, but had a new enlarged turret to allow the addition of a third turret crewman, a radio operator who took over the

communications duties from the vehicle commander. The standard radio for the Humber armoured car was a No. 19 wireless set. In spite of being somewhat underpowered and having a high silhouette, the Humber was well-liked by its crews and proved to be reliable in service. Many Humber armoured cars had additional anti-aircraft protection in the fitting of Lakeman flexible AA mounts on the turrets for Bren guns, which could also be used against ground targets. 1,650 Humber Mk III Armoured cars were built from 1941 to 1942.

One other version of the Humber armoured car appeared, in a replay of its beginnings. Canada ►



Think Tank - The Humber Armoured Car in WWII



The 37mm M5/MG was a more useful weapon than the 15mm Besa, as it fired an HE shell and was more effective against enemy light armoured vehicles. The larger gun breech also required a redesign of the turret roof hatches and other modifications.



The Humber Mk IV proved to be a popular and useful armoured car. Here, several Mk IVs of the 8th Army's Tactical Headquarters Defence Company were photographed in Italy in September 1944. Note the lower level of stowage compared to the desert.



This pair of Humber Mk IVs was seen in Italy as part of the 10th Indian Division, July 1944. The Italian campaign was started as a war of movement, but turned into a costly slog through mountains and river valleys with some of the worst fighting of the war.



This Humber Mk IV armoured car of the 1st Reconnaissance Regiment was part of a review parade in June 1944. The vehicle numbers were painted on the glacis plates on Humber armoured cars, with unit signs and weight markings on the front wings.



This Humber Mk IV again shows the cleaner appearance of the later cars in Italy and Europe, with less external stowage. The overall design of the Humber Mk IV did not change much from the Mk III, and from the rear it can be hard to tell them apart.

was looking for an armoured car it could build and adapted the Humber Mk III body and turret to fit onto a rear-engine Canadian Military Pattern (CMP) light truck chassis, producing the Fox Mk I armoured car. It was virtually identical to the Humber Mk III except the turret armament was altered for the reconnaissance role, to one .30 Browning LMG and one .50 Browning HMG. In other respects it was like the Humber Mk III. The Canadians built 1,506 Fox Mk I armoured cars during the war. It was used as an observation vehicle by Canadian armoured and infantry units in Italy and Europe.

HUMBER MK IV

The final version of the Humber was the Mk IV armoured car. The British had been planning a replacement for several of the early war armoured cars, and this was to be the Coventry, a modern design with a number of advanced features. In the event, the new Coventry design was cancelled. Thus production of

some of the older cars continued, and the Humber was updated with the replacement of the two Besa MGs with a US-built M5 or M6 37mm tank gun like those fitted to the M8 armoured car and the T17E1 Staghound, already in Commonwealth service. The much larger breech of the 37mm gun required eliminating the radio operator, reducing the vehicle crew back to three. The advantage of the 37mm weapon was that it was versatile as it could fire HE shells.

IN SERVICE

In common with other British armoured cars, the Humber served on most fronts in the European and Mediterranean theatres of operation. The Humber Mk II served largely in North Africa, and was assigned to armoured car regiments and reconnaissance regiments of armoured brigades and divisions.

In the desert, the Humber gave excellent service and were widely used for long-range patrolling and reconnaissance, especially by the 11th Hussars and from 1941 it saw

service as the Allies advanced. It was preferred for use as a command vehicle as it had more interior room than the Daimler and AEC armoured cars, although with the two Besas, it was badly out-gunned. Vehicles in North Africa usually carried a great deal of added external stowage due to the long distances involved in desert reconnaissance. Humber were used aggressively in North Africa, often penetrating good distances into the desert.

In Italy and Europe, Humber armoured cars were assigned to armoured car regiments in armoured divisions, where they were often assigned to regimental and squadron headquarters units if Daimler armoured cars were available for the line units. In many Commonwealth infantry divisions, Humber were assigned to the reconnaissance regiments, serving with British and Canadian units in Italy and Europe. Many of these units would operate mixed consignments of Daimler, Humber and AEC armoured cars and scout

cars, and this lasted until post-war service.

Other Humber armoured cars served with the Indian army in Burma in the 16th Light Cavalry of the 14th Division. Other Humber served in Iraq, guarding the Iranian supply lines. Post-war, Humber armoured cars were sold to a number of countries, including Mexico, Burma, Cyprus, Denmark, India, Ceylon, the Netherlands and Portugal. Many of these "ex-pat" Humber served well into the 1960s. They were popular and gave reliable service. A number have survived down to the present day, and are represented in a number of museum collections and those of vehicle collectors.

CONCLUSION

For a vehicle that started as a lash-up of one company's body on a different company's chassis, it had a remarkably successful career, a testament to the vision of one company and the reliable design of another. ■



This Humber Mk IV armoured car was part of the reconnaissance unit of the 15th (Scottish) Division, seen near Lille, France in September 1944. It was common for many recce units to have mixed equipment, comprising armoured cars and lighter scout cars.



The Germans in Europe used captured vehicles extensively. Here, "Isle of Ely", a Humber Mk IV armoured car appears to be down for maintenance. It was still in its British markings with only a Balkenkreuz added to indicate its new owners.



This Humber Mk IV armoured car, part of an operation to attack German forces north of Antwerp, Belgium by the 34th Armoured Brigade, was photographed in Rijckevorsel, in October 1944.



This Humber Mk IV was part of the 50th (Northumbrian) Division, and was seen in Normandy in late August 1944. The Cromwell tank was probably from the 11th Armoured Division.

LITTLE FERDINAND

The Editor builds Tamiya's brand-new 1:35 scale SU-76M.





Tamiya's box art.



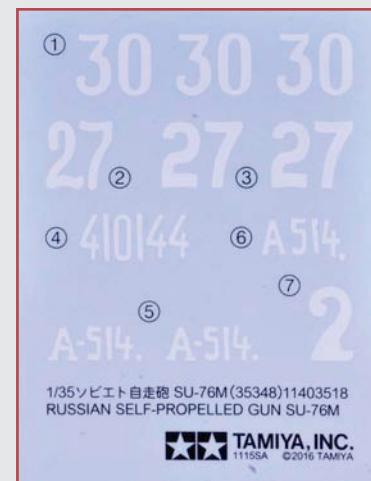
You'll have a few spare clear parts when the model is finished.



The crew figures are well sculpted and feature nice action poses.



The Commander bears an uncanny resemblance to a current world leader – who can it be?



1/35ソビエト自走砲 SU-76M (35348) 11403518
RUSSIAN SELF-PROPELLED GUN SU-76M

 TAMIYA, INC.
1115SA ©2016 TAMIYA

Markings are supplied for three vehicles, all in overall 480 Green.

The SU-76 (Samokhodnaya Ustanovka 76) was a Soviet self-propelled gun used during and after World War II. The SU-76 was based on a lengthened and widened version of the T-70 light tank chassis. Its simple construction made it the second most produced Soviet armoured vehicle of World War II, after the T-34 tank.

The Su-76 weighed just 10.6 tonnes and was armed with the effective 76 mm ZIS-3Sh gun.

After 320 SU-76s had been made, the power-plant arrangement was changed to that of the T-70 - the two petrol engines were mounted in tandem on the right hand side of the vehicle. The armoured roof over the gun compartment was also removed to improve access to and servicing of the weapon. This modified version, called the SU-76M, was placed in mass production in early 1943 and represented the vast bulk of production.

The SU-76M virtually replaced infantry tanks in the close support role. Its thin armour and open top made it vulnerable to antitank weapons, grenades, and small arms. Its light weight and low ground pressure gave it good mobility.

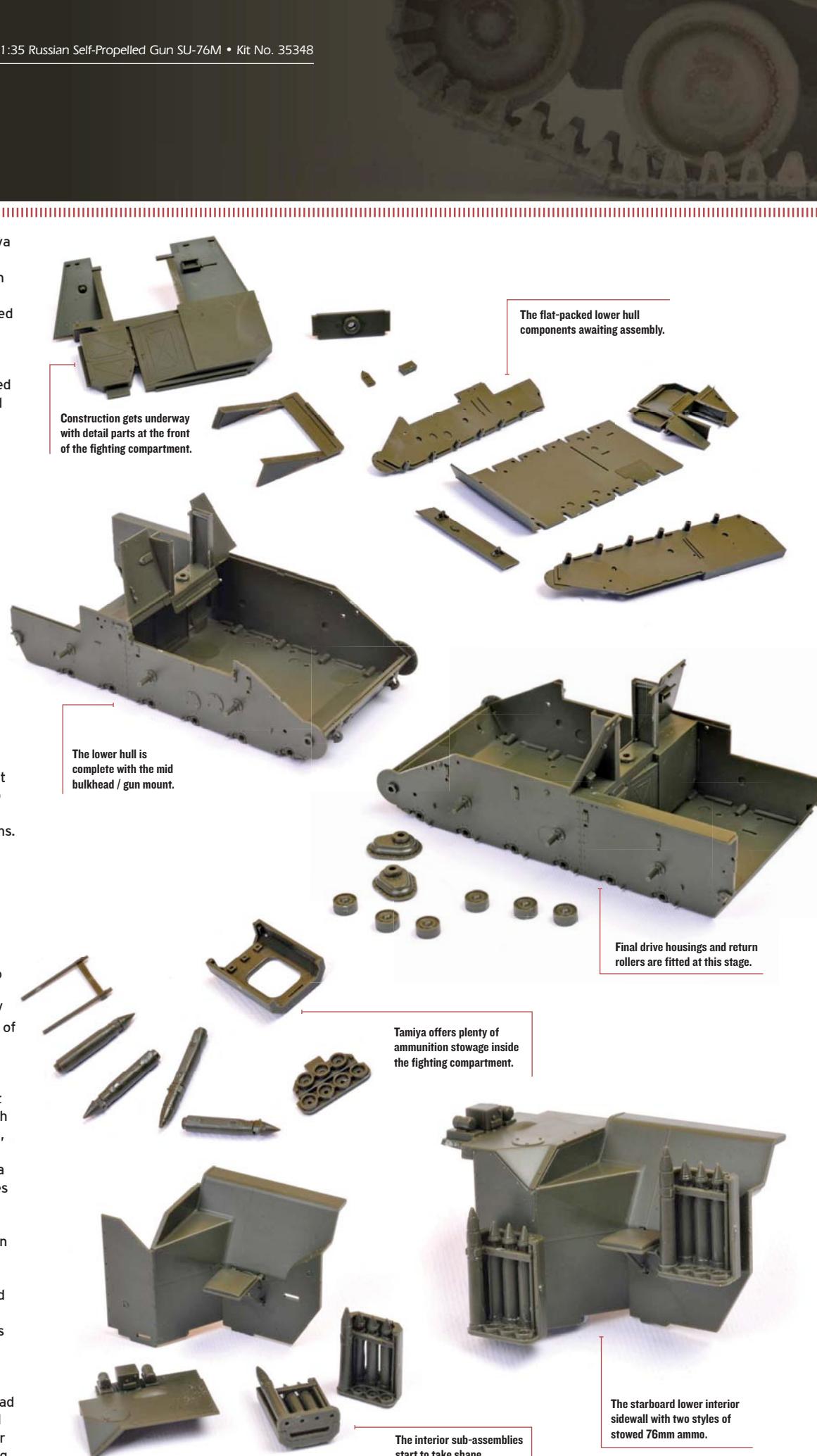
Crews liked the vehicle for its simplicity, reliability, and ease of use. However, the steering was also sometimes regarded as cumbersome. Its armour was also very light when compared to a German vehicle with a similar silhouette - the heavy Ferdinand/Elefant casemate tank destroyer of some 65 tonnes in weight.

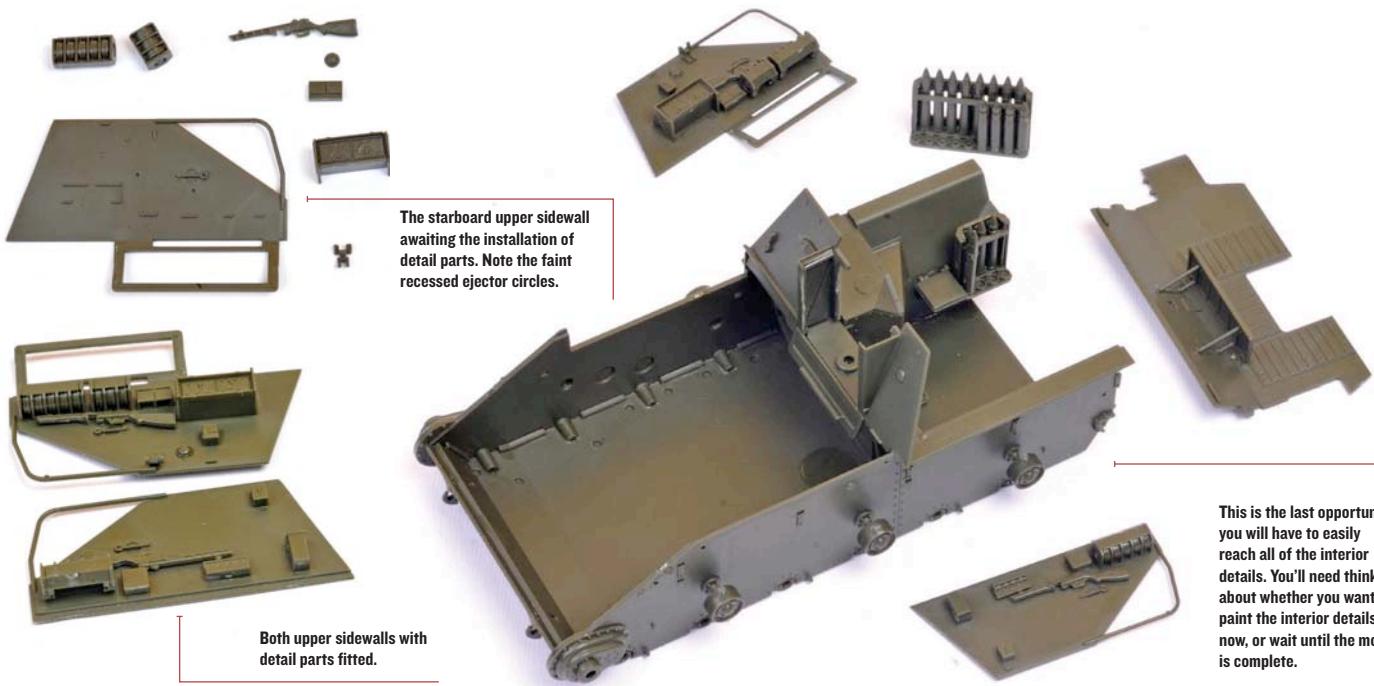
IN THE BOX

The hallmarks of Tamiya's recent military releases have been a high level of detail, clever engineering, simple parts breakdown and trouble-free construction. Tamiya has brought all of these attributes to their new 1:35 scale SU-76M.

Tamiya's brand new SU-76M comprises 401 parts in dark green plastic, 23 parts in grey plastic (figures), eight in clear, a length of string, four polythene caps and markings for a choice of three vehicles. The relatively high parts count is mainly accounted for by individual track links.

The lower hull is broken down into the two sides, middle bulkhead and rear plate. Interior detail and stowage is then added to the rear section of the lower hull, including lots of stowed 76mm and PPSh-41 sub-machine gun ammunition,





The starboard upper sidewall awaiting the installation of detail parts. Note the faint recessed ejector circles.

Both upper sidewalls with detail parts fitted.

This is the last opportunity you will have to easily reach all of the interior details. You'll need think about whether you want to paint the interior details now, or wait until the model is complete.

seats, radios and more. You'll have to decide early on whether you want to paint these detail parts before or after assembly.

Despite the extensive visibility of both sides of major parts, Tamiya has made an admirable effort to minimise moulding marks and ejector pin circles where they can be seen on the finished model. The main exception is four raised circles on the inside of the rear door, but even these will be easy to scrape off and sand flat.

The forward hull and superstructure are also made up of individual plates.

Construction now moves on to the running gear, which offers separate swing arms and simple

two-piece road wheels.

The tracks are a highlight of the kit. They are made up from a combination of individual links and two flat bottom runs. Detail on the outer surface is very well done. At the edges of the inside surfaces, there is an ejector pin circle that will be tricky to fill, but it will also be difficult to see on the finished model.

Tamiya provides a jig to set the correct sag in the upper track run after 34 of the individual links have been joined. Please note that this is not an assembly jig. If you use it as such, you'll more than likely glue the links to the jig. Wait until the length is finished before you press it onto the jig.

Smaller detail parts such as tools, tow cable guides and the gun barrel travel lock are delicately moulded.

The final sub-assembly is the 76mm gun. This is well detailed with a poseable breech block and the ability to elevate and traverse thanks to the use of polythene caps.

A clear part is provided for the headlight lens, with a number of spare parts leftover on the clear sprue.

The plastic parts are rounded out with three excellent crew figures - a gunner, a loader and the Commander. They are all well moulded and the facial detail is particularly nice. In fact,

the Commander's face bears an uncanny resemblance to a certain world leader...

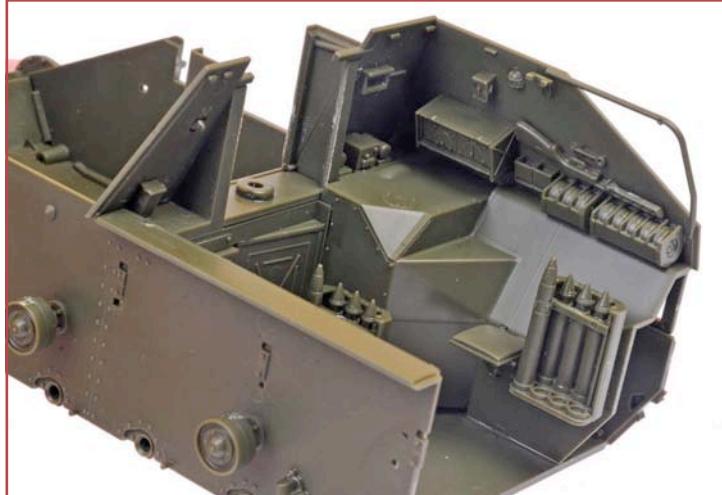
The only multimedia in the kit is a length of string for the tow cable.

Three simple marking options are provided for vehicles in overall 4BO.

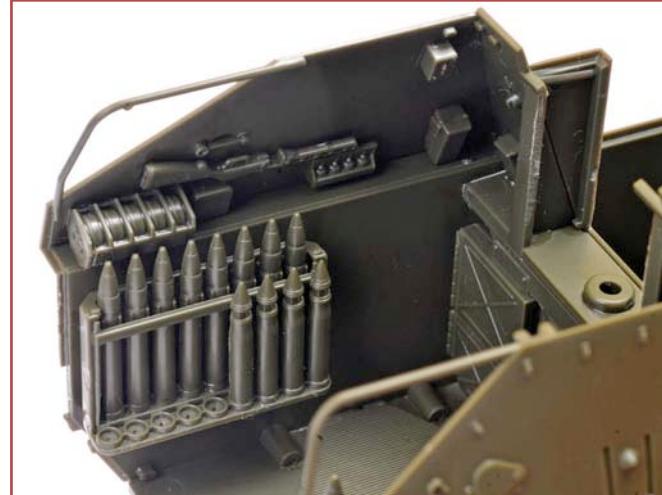
The instructions are well laid out over 37 steps with clear illustrations supplemented by text directions where required. The section dealing with the tracks is especially well done.

CONSTRUCTION

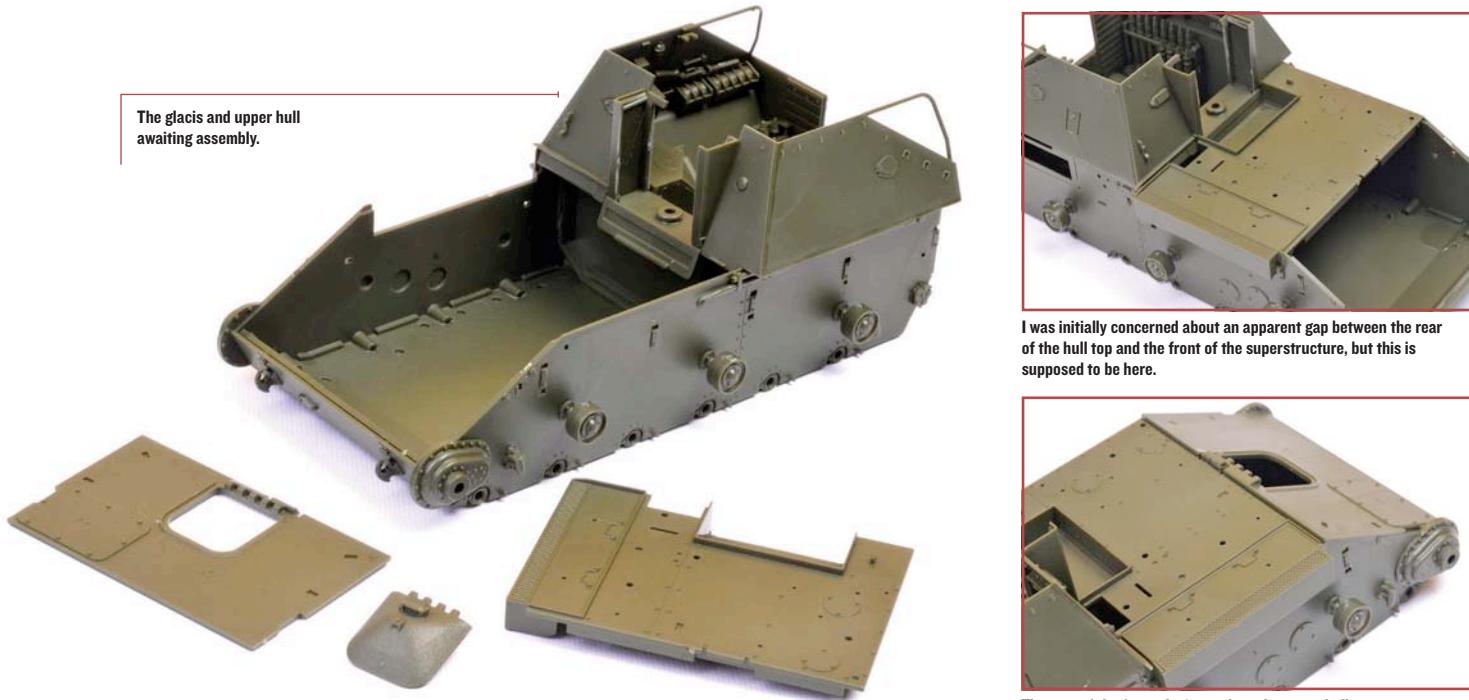
As is often the case with Tamiya kits, there is little to say apart from "follow the instructions". The diagrams are clear and I did not



I ploughed on with construction. The interior details looks great.



Port interior details. You will note that most of the ejector pin circles are covered by stowage or low in the fighting compartment.



"As is often the case with Tamiya kits, there is little to say apart from 'follow the instructions'...."

◀ find any reason to deviate from the suggested construction sequence.

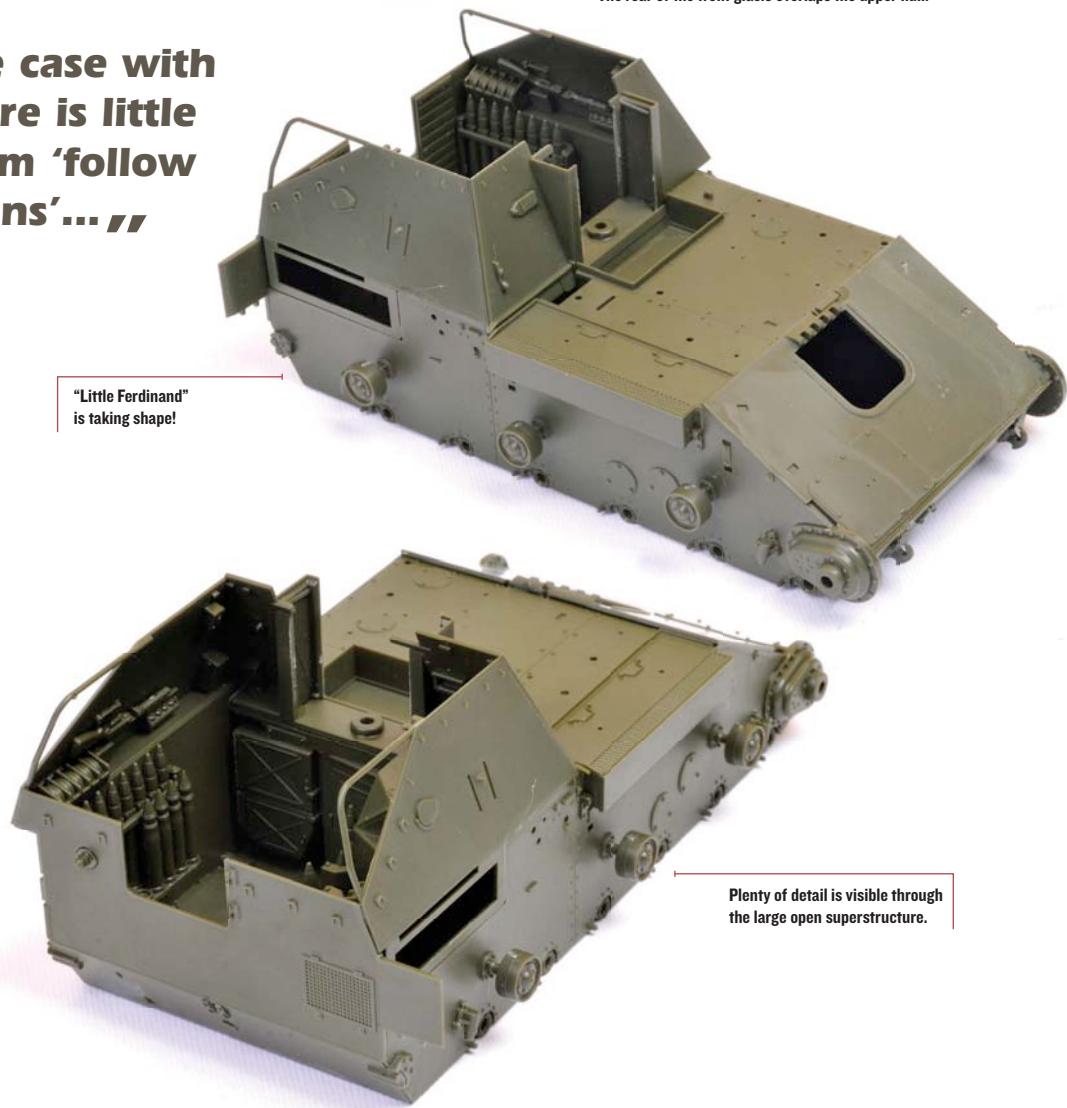
There are a few ejector pin circles to deal with on the padded surfaces of the rear access door and on the inside of the superstructure sides.

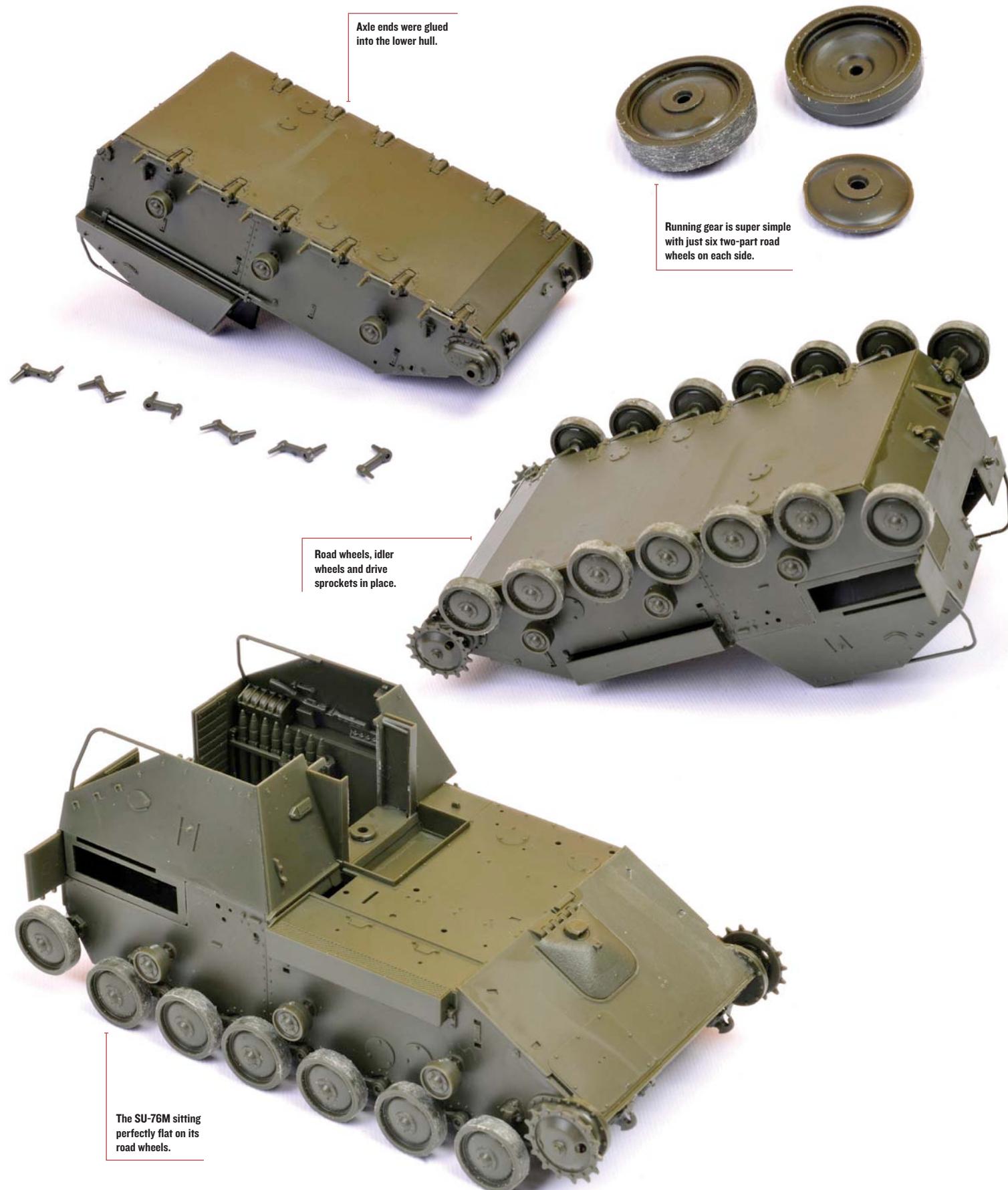
You'll also need to decide whether you are going to paint the fighting compartment interior before the walls are glued together. I chose to paint the interior after construction was complete, mainly out of habit, but I think next time for the sake of accuracy and precision I would paint the details before the superstructure was assembled.

My only other suggestion is to work quickly when assembling the tracks. The upper run jig works best when the glue is still fairly soft, and workable glue will also offer the best possible results when bending the lengths around the drive sprockets and idler wheels.

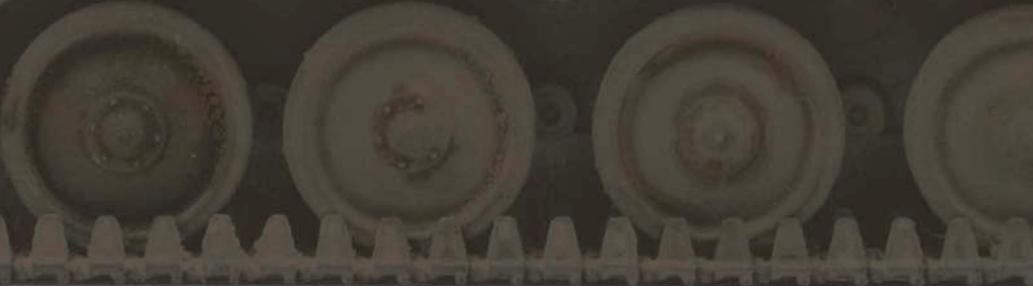
Apart from these simple tips, the actual assembly sequence is detailed in the accompanying photos and captions. ►

"Little Ferdinand" is taking shape!









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Next, working quickly, the run of 16 links was glued to the front of the upper run and carefully wrapped around the drive sprocket.



This front section was then glued to the bottom of the front road wheel.



Now the rear run of 13 links was glued to the back of the top track run and wrapped around the idler wheel.

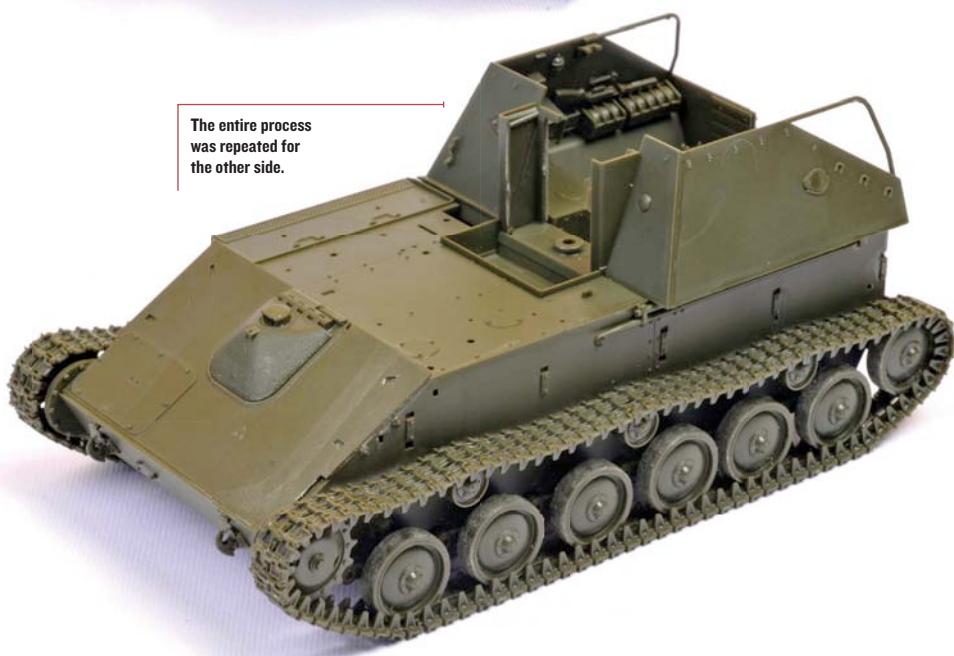


This one does not quite reach the rear road wheel.



Finally, the flat bottom run is glued to the bottom of the remaining road wheels. I added a slight upward bend to the bottom run so that it would create a seamless curve when attached to the rear run wrapped around the idler wheel.

The entire process was repeated for the other side.



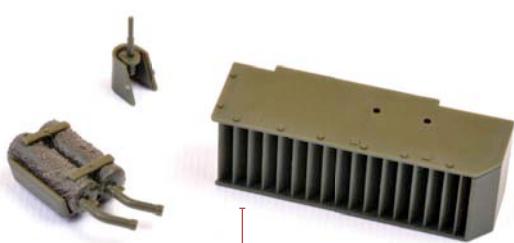
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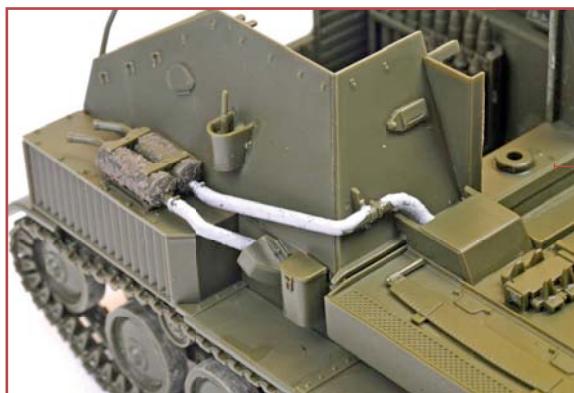
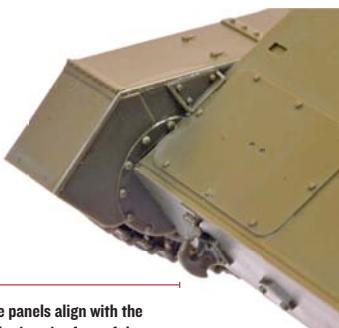


Muffler, armoured aerial pot and engine vent sub-assemblies.

The track guards are fitted with a panel on the inside front area.



These panels align with the circular interior face of the final drive housings.

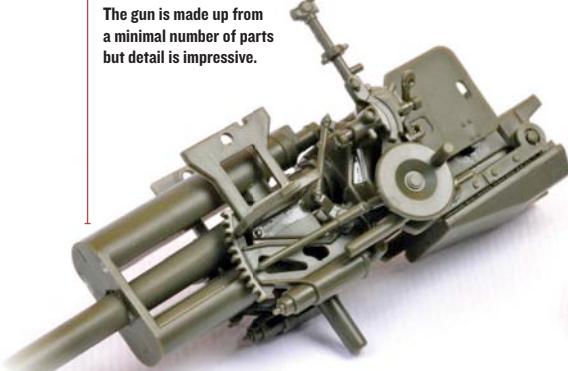


The mufflers and exhaust pipes were textured. In fact, I went a bit overboard on the mufflers. I rubbed these back afterwards.

Basic gun and mount components awaiting assembly.

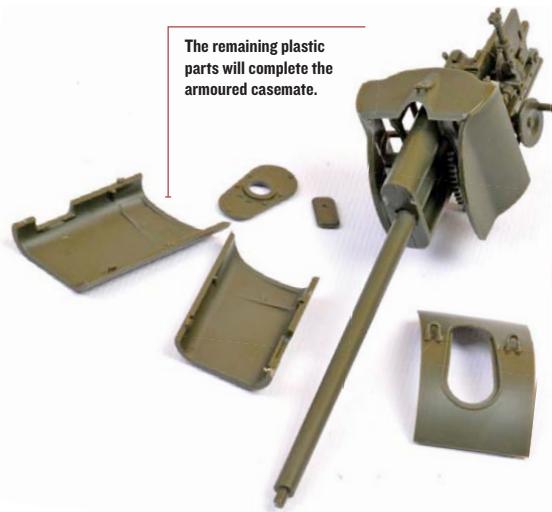


The gun is made up from a minimal number of parts but detail is impressive.

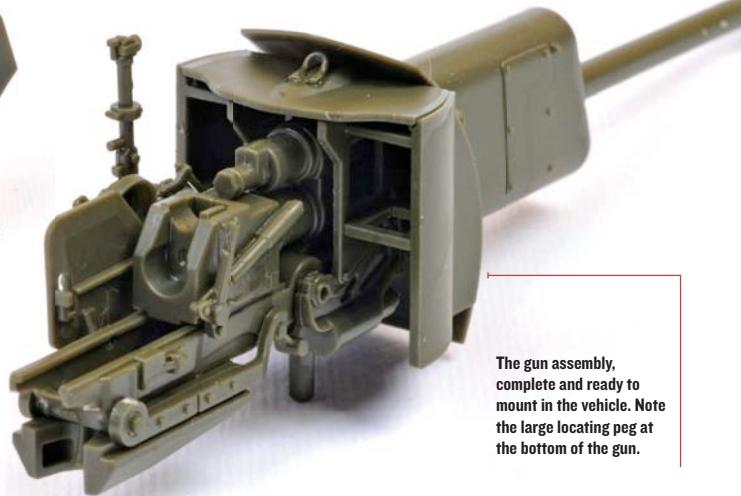


The gun itself is encased in an armoured mount. Here we can see the sides and top installed. Careful with the glue or you will interfere with gun's elevation and rotation.

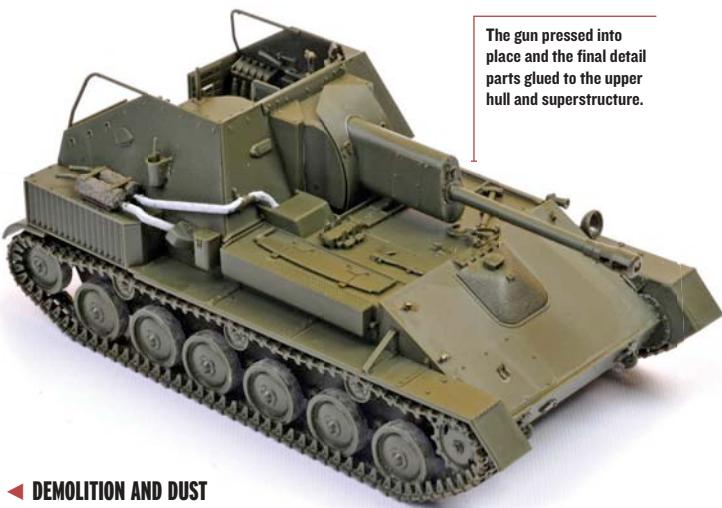
The remaining plastic parts will complete the armoured casemate.



The forward armour section will simply slide back over the one-piece plastic gun barrel.



The gun assembly, complete and ready to mount in the vehicle. Note the large locating peg at the bottom of the gun.

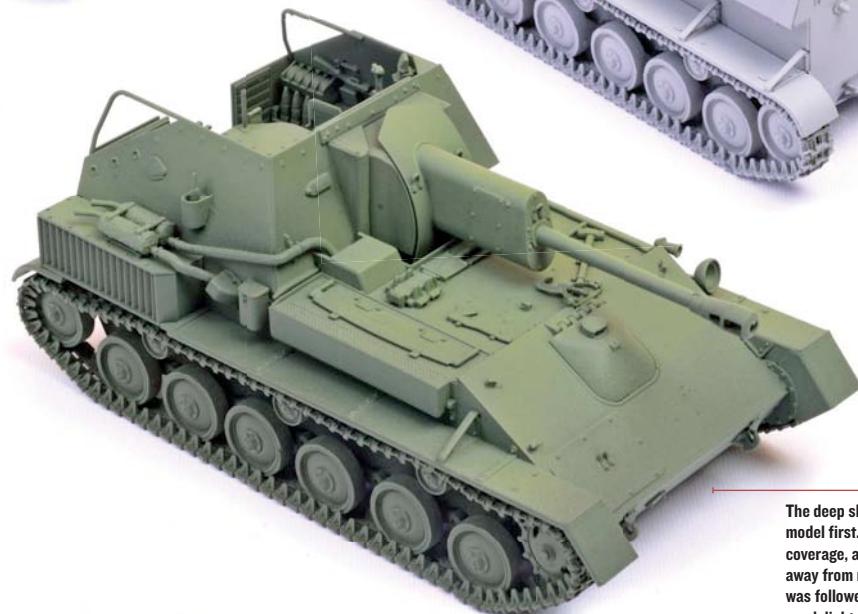


The gun pressed into place and the final detail parts glued to the upper hull and superstructure.

The entire model received two coats of Tamiya Grey Primer straight from the spray can.



I used two of the three shades in Lifecolor's 4BO Green set - the Flashed and Deep shades. I had used all of the Base shade in previous projects!



The deep shade was sprayed onto the model first. I needed three coats for full coverage, as the paint tends to shrink away from raised structural features. This was followed by a highlighting coat of the much lighter Flashed shade.



An overall brown filter was applied, followed by a pin wash of thinned Raw Umber oil paint around the structural features.

DEMOLITION AND DUST

I wanted this little vehicle to show the effects of the dust and rubble that was well documented during the Soviet demolition of Berlin in May 1945.

I have to admit, this was one of my more challenging and least satisfying finishes!

First, the entire model received two coats of Tamiya Grey Primer straight from the spray can.

For the base camouflage, I used two of the three shades in Lifecolor's 4BO Green set - the Flashed and Deep bottles. The deep shade was sprayed onto the model first. I needed three coats for full coverage, as the paint tends to shrink away from raised structural features.

This was followed by a highlighting coat of the much lighter Flashed shade.

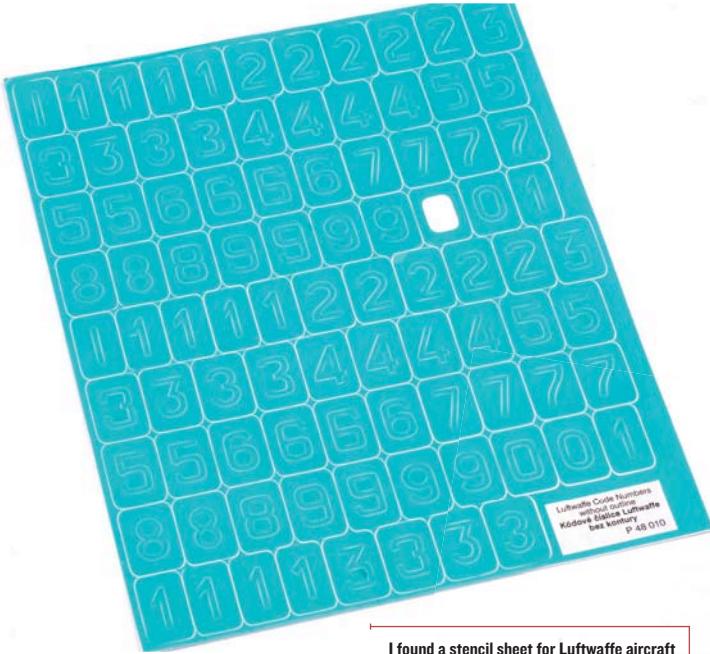
Next an overall brown filter was applied, followed by a pin wash of thinned Raw Umber oil paint around the structural features. So far so good.

I found a reference photo of an SU-76M with large "005" digits painted on the side of the superstructure and the rear.

Although the photo was clearly staged (judging by the bright metallic sheen to the new tracks and the hammy action poses of the crew), I was inspired to reproduce these markings.

I dug up a stencil sheet for Luftwaffe aircraft that came close to the size and style of the numbers I was trying to depict. This was Promask Item No. P 48 010 - Luftwaffe Code Numbers Without Outline.

At first I stuck the stencils onto the model and traced around them with a white pencil, but I quickly switched to using a Uni POSCA white paint pen, purchased from an office supply store, to draw around



I found a stencil sheet for Luftwaffe aircraft that came close to the size and style of the numbers I was trying to depict.

◀ and then fill in the numbers. The "5" digit was extended to match the style seen in the reference photo. With the basic numbers in place, white acrylic paint was brushed onto the numbers to help even them out.

My first attempt at weathering was a total disaster. It started out as a dusty pigment covering but when I tried to fix it with a lightly airbrushed coat of Mineral Turpentine, it turned into a horrible sticky mess that clung to edges but did not cover anywhere else.

I managed to scrub off this first attempt only to make a horrible second attempt! This time I tried applying a thinned brush-applied Easy Mud.

At this stage I was seriously considering abandoning the project.

However, after some scrubbing and the addition of dry pigments, I came up with a more acceptable, although far from satisfying, result.

The moral of the story is, be patient and try, try again!

CONCLUSION

Once again, Tamiya has delivered a well-detailed and easy to build model of an iconic vehicle.

The model features plenty of detail and stowage in the fighting compartment, and the addition of the three figures will provide an instant vignette.

As you might have gathered from the article, this model was a pleasure to build.

Chalk another one up to Tamiya! ■



At first I stuck the stencils onto the model and traced around them with a white pencil, but I eventually worked out a faster method.



I used this Uni POSCA white paint pen, purchased from an office supply store, to draw around and then fill in the numbers.



The "5" digit was extended to match the style seen in the reference photo.



White acrylic paint was brushed onto the numbers to help even them out.



My first attempt at weathering was a total disaster. This started out as a dusty pigment covering that was fixed with a lightly airbrushed Mineral Turpentine.



I managed to scrub off the horrible first attempt...



...only to make a horrible second attempt! This time I tried applying a thinned brush-applied Easy Mud. At this stage I was seriously considering abandoning the project.



After some scrubbing and the addition of dry pigments, I came up with a more acceptable, although far from satisfying, result.

“My first attempt at weathering was a total disaster...”



The three crew figures cheered me up after my weathering woes. The uniforms were painted with Tamiya acrylics over a grey primer, while the heads received two sprayed coats of Tamiya White Primer.



The two crew figures wearing M43 gymnastroika received a base coat of Tamiya XF-49 Khaki followed by a paler dry-brush with Vallejo acrylics.



The finished crew figures after a wash of thinned Winsor & Newton Raw Umber oil paint.



From this angle it looks like a badly co-ordinated line dance, or maybe the Nutbush!

Modelspec

Tamiya 1:35 Russian Self-Propelled Gun SU-76M
Kit No. 35348

Accessories Used

Promask Item No. P 48 010 - Luftwaffe Code
Numbers Without Outline

Tools & Finishing Products

Tamiya Epoxy Putty Smooth Surface
Tamiya Extra Thin Liquid Cement
Revell Contacta Plastic Glue
Selleys Super Glue
Mr Surfacer 1000
Gator's Grip Acrylic Hobby Glue
Irwin Clamps (various sizes)
Historex Hexagonal Punch and Die Set
Evergreen Plastic Card

Paints & Finishing Products

Tamiya Grey and White Primer (spray cans)
Lifecolor Easy 3 Contrast and Deaturation Set -
Soviet AFV 480 Green
Tamiya Acrylics - XF-49 Khaki; XF-52 Flat Earth
Gunze-Sangyo Lacquers - Chrome Silver; Dark Iron.
Vallejo Acrylics - various
Winsor & Newton Oil Paint - Raw Umber
Mineral Turpentine (thinner and fixer)
Maru Easy Mud - European Earth
MIG Pigments - various

- High level of detail; superb fit; includes crew figures; easy build; excellent link-and-length tracks to date; minimal ejector pin marks.
- Nothing worth mentioning.

Available from

Thanks to Tamiya Japan for the sample
www.tamiya.com
Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating





Track pads and edges were rubbed with cloth that had been dipped in a mix of Gunze metallic lacquer Steel and Chrome Silver.



“I wanted this little vehicle to show the effects of the dust and rubble that was well documented during the Soviet demolition of Berlin in May 1945...”

The front tow cable was the finishing touch.



The exhaust pipes and mufflers were weathered with MIG pigments.

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- 1x Grip clamps: 1 x 3" (75mm)
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- 1x Chiselling blade #17

Blades to fit the #2 & #5 handle

- 2x Large fine point blades #22
- 1x Chiselling blade #18
- 1x Angled chiselling blade #19
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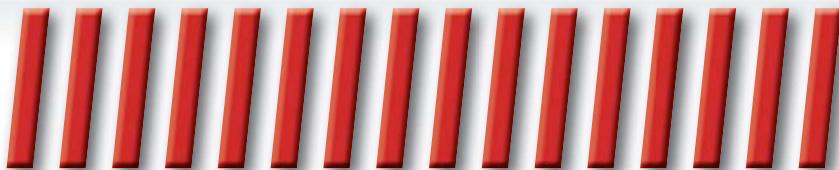
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BLACK EAGLE



Rafal Bulanda scratch builds a rare and interesting Soviet Main Battle Tank prototype - the Object 640 "Black Eagle".



Whilst browsing a list of modern Russian armoured fighting vehicles some time ago, I discovered the existence of a prototype main battle tank, designated 'Object 640'. I tried to gather more data about it, but the Western Internet wasn't very helpful.

Fortunately, I still remember a little Cyrillic from my school years, and this allowed me to dig through some Russian web pages.

My query revealed some useful information about the early prototype of the so-called 'Black Eagle' MBT, which was based on a lengthened T-80U hull, with seven pairs of road wheels instead of the original six pairs.

This feature, together with the distinctive turret design that was rather unusual for Eastern Bloc tanks, made it a very interesting modelling subject, and I immediately started looking for a kit that I could use as the basis for my build.

Zvezda's 1:35 T-80 kit seemed to be a good choice, but this soon turned out to be a wrong assumption.

THE BUILD

The first problem emerged at the very beginning of the build. Despite considerable reworking, the lower hull tub of the Zvezda kit still didn't match my reference materials. In accordance with the

photos and simple drawings I had found, I went onto undertake some major plastic surgery.

Further constructional steps proved that the base kit not only lacked a lot of detail, but was also suffered from serious shape and dimensional errors.

As turning it into the Object 640 prototype included even more effort, in the end I built my model almost entirely from scratch, employing many pieces of HIPS sheet, with thicknesses ranging from 0.25 to 3mm, as well as lengths of wire and shaped styrene rod of varying section, from both the Plastruct and Evergreen brands. All of this was glued with Uniflex cyano or Tamiya Extra Thin Cement. ►

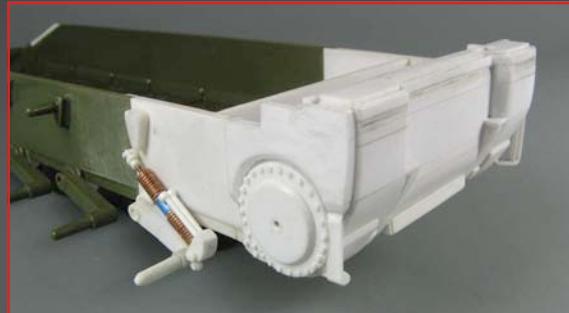


Hull

In theory, Zvezda's lower hull tub had only to be elongated with a pair of road wheels, and supplemented with a couple of details that were specific to the prototype tank. The reality was, however, more complicated and laborious...



During the process of lengthening the lower hull tub, I decided to build its rear part from scratch.



Besides the parts that were distinctive for the 'Black Eagle', I also had to rework or add a number of common details, as those supplied by Zvezda were really over-simplified.



Although I replaced the kit's wheels with a resin set from the Polish Panzer Art brand, I still had to make the additional seventh pair from scrap plastic. At this stage, I also recreated some specific lower hull details of the Object 640.



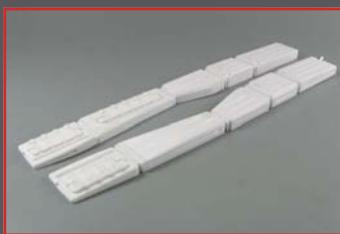
The dozer blade provided by Zvezda was much too simplified. I constructed its lifting mechanism using lengths of various styrene strip.



The upper hull was mainly built from scratch, as with the Zvezda kit, this area was riddled with errors. I also added the missing detail, and reproduced the reactive armour.



Whilst building the engine deck, I not only had to worry about recreating all the various detail in a correct way, but also remember that the modifications were quite distinctive on this prototype tank.



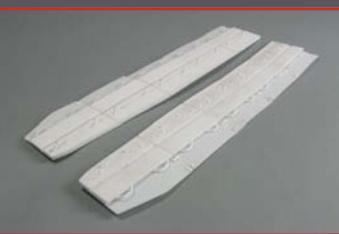
I later created new fuel tanks and stowage bins .



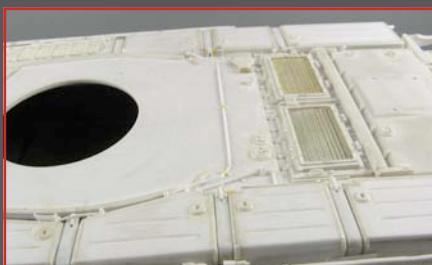
The tanks and bins were later mounted to the fenders.



I subsequently attached further scratch built details. Only a small number of them were specific for the 'Black Eagle', with the majority being common for the hull 'donor'. However, their counterparts included in the Zvezda kit, were simply useless.



Construction of the side skirts turned out to be quite a time-consuming task, due to their multilayer design. The numerous brackets were created from lengths of 0.3 and 0.5mm styrene rod. Softening the latter with Tamiya Extra Thin Cement, allowed me to bend them to any desired shape.



I then formed the fuel piping in the same manner.



The headlight covers were made from lengths of steel wire and 0.5 mm styrene rod. In accordance with the reference photos, I left them empty.

To form the rubber skirts attached to the front of the hull and fenders, I used pieces of 0.25mm styrene sheet that had been softened with Tamiya Extra Thin Cement for better adjustability.

Turret

The turret of the Object 640 is certainly the most characteristic part of this vehicle. From obvious reasons, I had to build the whole sub-assembly from scratch. It was difficult to determine its correct shape and dimensions due to the lack of reliable drawings and limited number of available photos.



I began by recreating the basic shape of the turret and large rear bin.



These were formed from pieces of 2mm styrene sheet that were subsequently taped with more scrap plastic of various thicknesses.



The richness of the surface detail that had to be depicted.



The extra detail made the whole process almost equally as time-consuming as building the entire hull.



Even the gun barrel had to be scratch built. For this purpose, I used lengths of Plastruct 6mm and 8mm plastic tubing, which was detailed with various styrene bits.



To finish the barrel, I sculpted the gun mantlet cover from Green Stuff two-part epoxy putty.



Once I'd added the remaining details, the model was ready to have some paint applied.

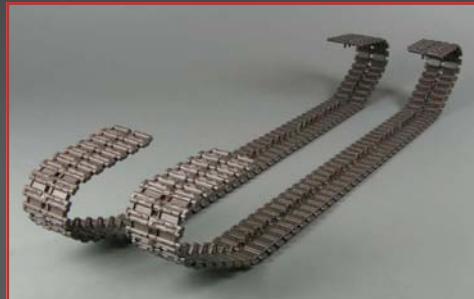


Paintwork

The main challenge painting the 'Black Eagle' was that it was black! Furthermore, I had to bear in mind that it was just a prototype or technology demonstrator that saw only limited use at testing grounds. For that reason, I had to be moderate with the application of weathering and damage to the paint layer.



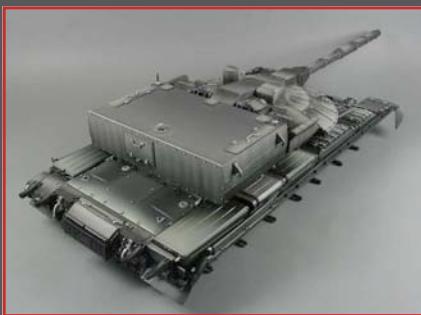
My first step was to prime the entire model with a layer of Mr.Hobby H12 Flat Black. Note that some sub-assemblies were left separate, allowing for easier handling during the painting stage.



Since every track link had to be modified in order to correctly represent the real thing, I skipped those sections of the tracks that would be invisible on the finished kit. The tracks were painted with a mixture of dark grey, brown and gun metal from the Mr.Hobby range.



The base colour of the tank was built up by airbrushing subsequent highlights and shadows, using Tamiya's XF-55 'Deck Tan' and XF-62 'Olive Drab', as well as H77 'Tire Black' and H401 'Dark Gray' from the Mr.Hobby range.



The whole process was really about improvisation.



The final tone of the base colour was achieved by spraying a filter of heavily diluted 'NATO Black' from Mr.Hobby.



To add more volume to the overall effect, I applied various pigments, including MIG Productions P039 'Industrial City Dirt', P234 'Rubble Dust', P237 'Factory Grey', and an earthy brown pigment from Kremer.



A mixture of Kremer's 40610 'Raw Umber' and 40612 'Greenish Raw Umber' pigments was used to reproduce a little dirt and mud on the fenders, rubber skirts and running gear.

The running surfaces of the tracks were wiped with MIG Productions P231 'Gun Metal'.



To end this stage, I had to take care of the visors and optical systems. These were brush painted with Vallejo 70936 'Transparent Green', and then subtly finished with 70939 Smoke from the same manufacturer.

The Base

The idea for the base was rather obvious. The perfect environment for an attractive presentation of a prototype tank would be posing it on a special ramp at a testing ground.



I built a box structure from pieces of balsa wood, and filled this with a piece of styrodur foam that was previously formed to the required shape and size. I then created the ground using a mixture of potting soil and MIG Productions pigments, namely the P039 'Industrial City Dirt' and P237 'Factory Grey'. The concrete surface of the ramp wall was reproduced with Vallejo 26212 'White Pumice' acrylic paste.



Afterwards, the ground was planted with miniature grass from Polak Model range, and sprinkled with pigments again. Some wet mud within the ruts was added using AK-Interactive AK079 'Wet Effects Fluid'.

Once I'd attached the model to the base, I re-tooled both the lower areas of the tank and the ground around it with earthy pigment tones in order to ensure a uniform appearance.



The Black Eagle was complete!



Graham Tetley checks out Revell's new 1:35 Leopard 2A5 / A5NL.

LEOPARD'S ROAR

There are many Leopard kits on the market in 1:35 scale and Revell has entered the fray with their version of the 2A5. It is marked as Level 4 (out of 5) on the box and, interestingly, the box tells us that it is officially licensed by Krauss Maffei.

This kit is a mixture of sprues from the previous releases of the A6/ A6M and A4/ A4NL. There are 242 parts in the box moulded in light grey styrene. The tracks, rear mudguards and tow cables come in a black, very flexible, vinyl and there is also some clear plastic for the forward facing commander's vision block plus metal wire for the aerials. The decals are good although some of the printing is out of register, but we do get separate decals to create any registration number that you want. The instructions come on an A4 booklet and are very clearly drawn with the model being built in 59 steps. Also provided are full view painting guides for the four marking options in the kit.

On opening the box, the first thing that struck me was that the cramped packaging of the sprues had deformed the upper and lower hull parts. The hull itself is made

from separate panels with internal bulkheads so some of this will help in straightening it out, but this will have to be built very carefully and the problem is something that Revell need to address.

DOES IT ROAR OR MEOW?

Detail throughout is good with few moulding imperfections on my sample. Some reviews that I have read mention that many parts suffer from sinkage but only the gun barrel in mine was affected. There is a little flash here and there but nothing too serious, although the tracks (for my taste) will be replaced. There are knock-out marks on the inner surfaces and a mold seam all the way around the end connectors so one of the plastic replacement sets will find its way into my kit.

The running gear is well detailed with the swing arms, shock absorbers and the track tensioners all being done as separate parts. The road wheels and idlers possess some nice bolt and hub detail as well as some very minuscule numbering. At the rear, the ventilation grille that runs the full width of the tank looks a little simplified for my taste but the rest is acceptable.

The upper hull shows some fine, sharp, detail with the non-slip areas having a visible non-slip texture. Weld marks are just depicted as raised lines so they will need to be replaced if you are bothered by them. The detail on the two ring coolers is okay but not as fine as Tamiya's and details like handles and the fuel hose are also moulded on, but the tools and other details are separate.



Turret roof detail.



Oh dear!

At the front we get spare track links, snow grousers and a driver's hatch with poorly rendered visors and no interior detail.

The turret is made up of several parts, with separate sidewalls. Two things that I don't like are that the barrel in mine has sink marks and the rear baskets being moulded solid. All vision blocks and sights, apart from the commanders, are moulded solid and lack any meaningful detail. The smoke discharger arrangement is also simplified but should scrub up with careful painting. One notable omission is that there is no depiction of the non-slip coating on the turret, which is strange as it is on the upper hull.

For the Dutch Leopard 2A5, we get an additional sprue with the correct smoke grenade launchers, US antennas, new stowage box and different pieces for the rear turret corners, as well as the loader's FN MAG anti-aircraft machine gun.

CONCLUSION

Well, it's not a 'ROAR!' but I would rate it as 'Roar!'

This is a solid kit that would suit a beginner or intermediate modeller.

What I like is the good level of detail, clear instructions and it represents what it is supposed to. Things such as the poorly detailed visors, vinyl tracks and some areas where the detail is not so well defined will probably make it unappealing to the experienced modeller but there are other kits out there if you crave more details out of the box.

For the average UK retail price of £25 it does represent good value for money. ■

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en, [@RevellGermany](https://www.facebook.com/Revell) or facebook.com/Revell



Anti-slip surfaces are moulded to the kit.



Close up detail of the flexible tracks.



One-piece smoke dischargers.



Raised bolt and rivet detail.



Edge seam on the flexible tracks.



Kit markings.



Close up of the decal sheet.

DR9 Doobi w/ armor slats

1/36 Meng

Cat. No. 36335 interior

Cat. No. 36336 exterior

Cat. No. 36337 cooling slats



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A STUBBORN

Dan Moore updates Tamiya's reboxed Italeri 1:35 Panzerwerfer based on the Maultier half-track truck.



The Pz.Wfr.42 "Panzerwerfer" arose out of a need for a vehicle mounted mobile artillery piece. The towed Nebelwerfer rocket launcher, although highly successful in action, required some time to set up therefore a vehicle mounted launcher system was required that could be rapidly deployed, fire its salvo and beat a hasty retreat to a new firing location.

The reliable and plentiful Opel Maultier semi-tracked cargo vehicle was chosen as a suitable candidate for the launch vehicle, albeit with a totally new lightly armoured cab design to protect the crew somewhat from shell splinters, light calibre bullets and so on.

For the launcher a new 10-rocket

design was constructed on a cradle that could be easily removed from the vehicle if need be. This easy to maintain launcher would prove to require little maintenance, in comparison to conventional artillery that required frequent barrel changes. The effective range for a Panzerwerfer's rockets was about 4,000-6,500 meters, although the maximum range was less than 7,000 m.

The nature of the rocket system meant large amounts of smoke and dust were created attracting unwanted enemy attention, therefore the fact the Panzerwerfer was highly mobile made the vehicle invaluable. Another asset of having the armoured cab was the fact that from within the vehicle the crew could remain protected

from the launching blast. However due to the weight of the armoured cab and launcher assembly the Maultier chassis was somewhat overworked leading to component failure with poor on or off-road top speed and high fuel consumption.

Within the rear cab another 10 rockets were stored, so with 10 rockets ready for action in the launcher the Panzerwerfer could only effectively fire two complete salvos before re-arming from a 30 round munitions carrier version of the Panzerwerfer, the so called munitionsfahrzeuge. This vehicle was externally similar to the Panzerwerfer minus the launch platform. These vehicles were also an asset as they could be quite easily converted into the armed version.

The Panzerwerfer was also armed with either a single MG 34 or MG 42 for ground attack self-defense or against marauding aircraft.

The Panzerwerfer is perhaps best remembered for playing its part in the notorious devastating attacks on British and Canadian positions after D-Day, however the Panzerwerfer proved to be a thorn in the Allies side and played a successful role on all fronts up until the European theatre surrender in May 1945. Perhaps an indication of its usefulness was the fact a large amount of Panzerwerfers were still listed as available for service in early '45 compared with more complex vehicles in the inventory.

IN MULE



A REBOX AND UPDATE

Tamiya has previously collaborated with the well-known Italian kit manufacturer Italeri on several occasions in releasing select kits branded under their very own label.

In 1994, Italeri released a kit of the Sd.Kfz.4/1 Panzerwerfer to add to their range of Maultier-based German halftracks. This kit was then re-released in 2010 after being out of production for some time. Tamiya has now selected this moulding of the well-known mobile artillery piece to add to their own ever-growing range of 1:35 military vehicles. Tamiya has cleverly updated a few details and added new necessities such as link and length tracks, a new MG34, sprue-supplied rivet detail, new pioneer tools and their own 90s era ►



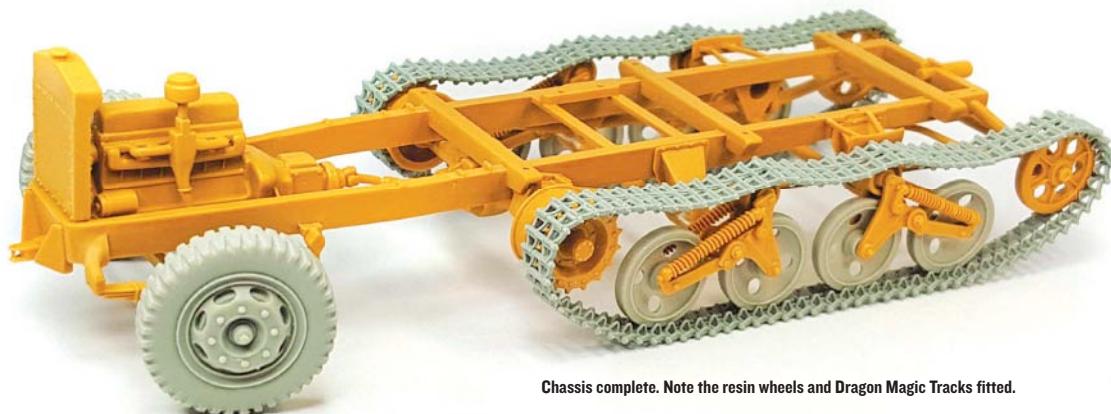
The under axle shims required and sprockets modified



The Royal Model resin road wheels compared to the Italeri items



The Royal Model resin steer wheels compared to the possibly oversized Tamiya/Italeri Wheels



Chassis complete. Note the resin wheels and Dragon Magic Tracks fitted.

◀ Panther ammo loading crew sprue with a load of ammo and boxes.

As there is not a lot to offer kit-wise from any other major manufacturer of the Panzerwerfer in 1:35 scale, it's fair to say it's pretty much the only game in town. Perhaps this may have been a no-risk business move for Tamiya as the 1990s era Italeri kit offers a sound basis without the need for a complete retooling.

IN THE BOX

The kit consists of a very modest parts count, well within reach of someone wanting to try their hand at a not overly complex AFV.

Italeri's mouldings are presented in a tan brown colour that on initial glance appear to resemble more recent kit sprues. On closer inspection some detail is revealed as a tad clunky and simplified and not quite up to modern standards. However, the basics are there to commence a worthwhile project, another plus being that it is relatively inexpensive.

Only vinyl steering tyres are supplied, but as a nice touch the tracks at least are a more modern link and length style. Decals supplied are Tamiya based with 2 marking options available.

PLANNING

The Editor kindly sent the Tamiya/Italeri collaboration Panzerwerfer along with the Royal Models resin wheels and details set (item 091) designed for the Opel Maultier kit which is also applicable for this vehicle. Also supplied within the goodies package was Griffon Model's resin and PE on-vehicle tools set (item L35A104) designed for the Sd.kfz.10, but which fits the Panzerwerfer nicely. The idea would be to use the basically sound kit mouldings but to "freshen up" some detail aspects to bring the 'Werfer up to a better standard.

CONSTRUCTION PHASE 1 - CHASSIS AND TRACKS

Construction begins with a familiar build-up of the chassis and its various steering, suspension and bogie components.

The kit is showing its age due to the amount of clean-up necessary on the majority of parts however nothing that can't be removed with careful work with a knife and once-over with a sanding stick.

One thing to note is to make sure the axles are located and seated correctly to ensure the front bogie units and their road wheels are not "freewheeling"- this is one negative of the kit that has always been of some concern to modellers. The front axle (part A5) requires a slight shimming underneath (refer pic 1, red circles

as shown) where it mounts to the chassis rails to allow the bogie units to achieve a proper and even sit. The front drive sprockets also need their mounting hole widened (also refer pic 1) so they can sit further back on the stub axles to align the tracks.

The bogie units are then built up, with the Royal Model resin road wheels being a much more accurate representation than the undersized and thin Italeri offerings, however these resin replacement wheels do require some careful cleaning up and drilling to suit their axles.

Onto the steer wheels, the plastic/rubber items were exchanged for the better detailed Royal Model wheels. These resin wheels also require some careful clean-up and a slight drilling to suit the steering knuckle stub axles. The kit supplied plastic/rubber steer wheels appear to my eye to be oversized, with the outer holes not matching period photographs of Panzerwerfers in service. Someone with more knowledge than I could gain from my limited sources may know better.

As mentioned previously, Tamiya have supplied new link and length tracks to bring this aspect of the kit into the modern era, however the tracks are still lacking in some detail, especially around the cast teeth area. While I was pondering which way to head with the tracks I suddenly realized Panzer I tracks are identical and that I had a Magic Track set available from a languishing Dragon Pzkpfw. IA to utilize. These are better detailed and much less work than cutting out and cleaning up all the kit tracks, as well as fitting the sprockets and slightly wider road wheels as well. With the track runs glued together with Tamiya Extra Thin cement and manipulated to suit the



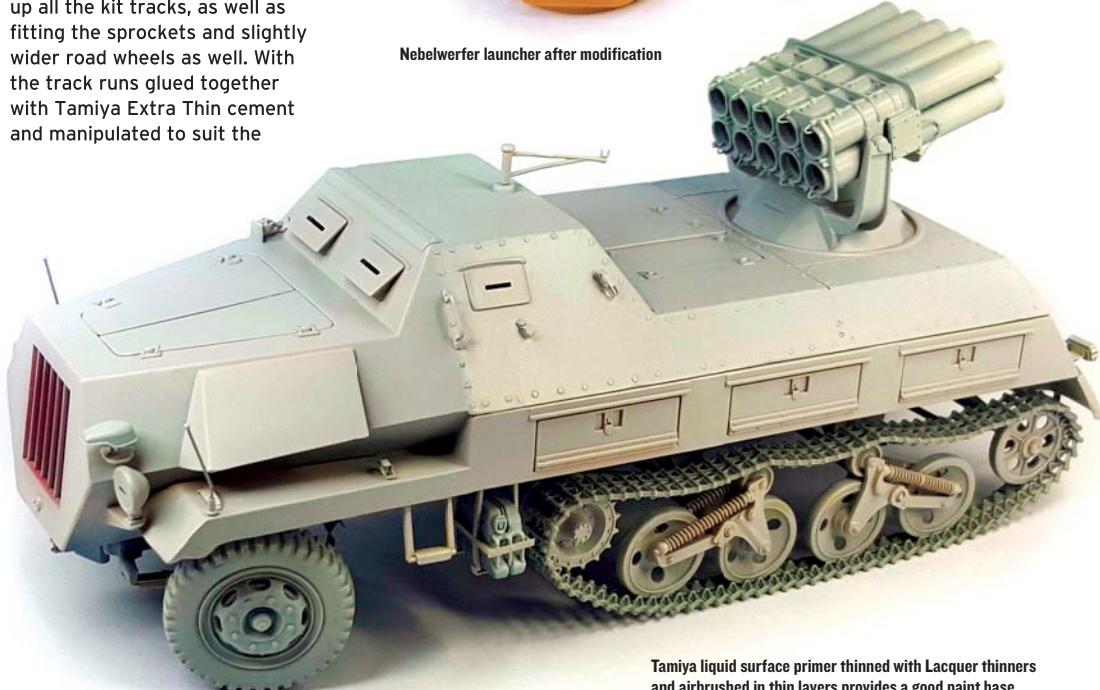
The basic interior detailing.

Building stage complete. Tamiya supplies the rivets for the rear armour sections, note also Tamiya liquid surface primer stippled onto plates with an old paintbrush and lightly sanded



Launcher after priming. Much better!

Nebelwerfer launcher after modification



Tamiya liquid surface primer thinned with Lacquer thinners and airbrushed in thin layers provides a good paint base.

required track sag the chassis was essentially complete. The track runs and bogie assemblies were able to be left off and fitted after the vehicle was essentially painted and completed.

CONSTRUCTION PHASE 2 - BODY AND FITTINGS

The body build up begins with the lower hull tub, ammo racks and internal fittings to be installed. There is some degree of detail evident within the vehicles confines but for the superdetailer, or someone wanting to show off the interior, they would really need to add some more detail to this area.

As this particular build would be an essentially hatches shut build, all the interior required was the basic kit details and a coat of Tamiya XF-2 Matt White. The upper and lower hull sections were test fitted together and then glued using Tamiya Extra Thin Liquid Cement along the joins for a strong bond. After cleaning up, all the access doors and hatches were now added to the assembled hull.

Light bullet damage to the r/h/s side stowage bins was added by thinning the plastic from behind and then punching through from the outside with a scriber. The side bins were then fitted to the assembled body. The majority of the fit of the kit was very good with only a touch of Vallejo plastic putty used to fill a seam here or there.

CHASSIS MEETS BODY

Before the armoured body was fitted to the chassis, the radiator and engine compartment were painted with a mix of Gunze H406 Chocolate Brown and Tamiya XF-7 Red to simulate a primer shade in these areas. This would be far easier than trying to paint through the front louvered grill afterwards.

A quick dust wash using AK enamel Dust Effects (AK 015) was placed on the radiator and surrounding areas to enhance the detail.

Using Tamiya tape the lower hull was joined snugly to the chassis rails and once again Tamiya extra thin cement run along the join for a secure bond. The kit supplied external details such as the rear convoy light, Notek light, rear towing pintle, width indicators, rear steps and so on were replaced with items from either the Royal Models update set, modified kit parts or were scratch built from scrap etch.

Most external fittings required thinning due to being very clunky in appearance and out of scale. The front aerial base was left off and a few strands of fine wire added to simulate a removed or torn off aerial lead. All lights were wired up at this stage using stretched

sprue. The tool clamps were used from the Griffon Models set with the nice resin pick to be added later on. The kit's Jerry Cans were rather crude so items were utilized from Tamiya's Early Jerry Can Set (Kit No. 35315) as these were much finer in detail. These would also be added later on in the closing stages of the build.

RIVETING STUFF

The riveting on the rear body of the Panzerwerfer is one of the more prominent features of the vehicle.

Tamiya has supplied new rivet detail on the track sprues, with the modeller slicing off the required rivets using a sharp knife. I was initially hesitant to try this approach, however the rivets proved very easy to slice off.

The kit supplied rivets moulded on the rear armoured body are severely undersized. All that is required is a few light passes with a sanding stick and the rivets are basically removed, leaving a very slight mark for the modeller to use as a guide for the new rivets. As I couldn't face measuring up and marking exact rivet locations I figured this would be the easiest approach. In the end, it turned out to be a reasonably simple task albeit time consuming to re-rivet the rear body, although I am glad the frontal armour is free of such rivets!

After all the rivets were glued onto the rear body using Tamiya extra thin cement, the rivets were lightly sanded to even up the rivet heights. Tamiya liquid surface primer was stippled onto the rear armoured body and sanded lightly once dry to simulate a very slight "texture" to the body. All that was now left to do in the building stage was to spray a coat of Tamiya liquid surface primer thinned with Tamiya lacquer thinners. This was done in several thin coats to seal in all the rivets and etch and provide a sound base for the forthcoming paint.

After the primer was laid on, the initial stark effect of the rivets was toned down and looked much better in appearance, although according to reference pics in the Nuts and Bolts (vol.30) publication on the Panzerwerfer the Tamiya riveting does appear to be a tad overscale however the effect is far more convincing than the near-complete lack of rivets on the kit parts.

CONSTRUCTION PHASE 3 - NEBELWERFER LAUNCHER

The launcher assembly supplied in the kit is a quite simplified depiction of the real item - unfortunately the 10 main launcher tubes are moulded in halves, with the resulting seam near-on impossible to disguise. I therefore opted to assemble the main tube

Tamiya XF-49 Khaki preshade to start the modulation/painting process



Gelb shade on. A mix of Tamiya XF-59/60 plus a few drops of white gives a "warm" shade of Gelb. A lighter mix with more white added was used for the highlights and upper surfaces of some panels, with an overall misted coat of heavily-thinned Yellow/white applied to tone everything down.



Camo on, the colours used being Gunze H406 Chocolate Brown and Tamiya XF-67 Nato Green. Tamiya X-22 clear was used to seal in the paintwork



The 7th Werfer-Brigade emblem. The emblem was painted on with Vallejo acrylics with a white decal oval underneath



Africa Korps Wash (MIG-1001) from the Mig AMMO range was used for the initial pinwash to outline details and commence the weathering process.

◀ halves, and then remove the front of the 10 tubes from the backing plate with a fine razor saw.

A length of alloy tube was purchased of the correct diameter, and the 10 tubes cut to size and glued to the backing plate appropriately. After cleaning up the result was by no means 100% perfect but proved to be a better depiction than the kit's effort (refer pic 9). Tamiya tape was wrapped around the end of each tube to simulate the raised strip evident on the real thing. I ended up adding a hint of the external plumbing, but opted out of carving off all of the kit supplied detail. Another detail the modeller may attempt to produce would be the internal guidance vanes to the inner surface of the tubes - I didn't attempt this as I felt I couldn't accurately represent this detail.

PAINTING BEGINS

Having slab sides and sharp angles the Panzerwerfer is the perfect candidate to add some modulation to the overall dunkelgelb base colour.

A thin mix of Tamiya XF-49 Khaki was used as a sort of guide to where shadows and lower areas may lie (refer pic 10).

An initial dunkelgelb shade was then applied using a well-thinned mix of Tamiya XF-59 Desert Yellow, XF-60 Dark Yellow and XF-2 White. This mix was then lightened with more white to add the highlights and lighter colour graduations to the hull sides. To take the edge off the stark light/dark areas an extremely thin mix of Tamiya XF-3 Yellow and XF-2 White, thinned to a ratio of around 90% Thinners to 10% Paint, was sprayed overall to blend it all in (refer pic 11).

As this vehicle would be depicted in the Normandy theatre in 1944 a summer camo scheme would be required. Gunze H406 Chocolate Brown and Tamiya XF-67 Nato Green were used to simulate a dappled scheme roughly based on a colour plate in the Nuts and Bolts publication of a 7th Werfer-Brigade vehicle captured in 1944 (refer pic 12). A decent coat of Tamiya X-22 Clear sealed in all the paintwork prior to decals and the weathering process.

DECALS ON

The emblem of the 7th Werfer-Brigade is depicted in the Nuts and Bolts publication as a black and white bird on a red and white oval background. This is evident in a well known picture of a captured vehicle being looked over by Allied troops sometime in 1944.

As I couldn't find any decals available either in my limited

inventory or on the internet I had no choice but to attempt to hand paint the emblem on. In the end the easiest way proved to be to cut out an oval of white decal and apply it to the front of the grille, and then to proceed to hand paint the bird logo onto the white decal using Vallejo acrylics. The Cartograf number plates and cross decals were also applied at this time with the help of a touch of Microset to settle the decals down.

Once dry, the decals and painted-on logo were sealed in with a localized coat of X-22 Clear.

WEATHERING BEGINS

The weathering process began as usual with an overall pin-wash around all raised details and recessed lines to make the details "pop". This gives a good indication of where certain details can be further enhanced with oils and other products.

Previously I used to make up a wash using oils and white spirit. Recently I have tried several of the "ready to use" enamel washes and found them to be extremely handy with a plus being there is usually a wash colour tone for every occasion. In this instance I decided to try Mig AMMO's Africa Korps Wash (MIG-1001), which is a dirty brown shade. This wash can be used straight from the bottle (after a vigorous stir) however this method requires the modeller to constantly stir the wash, as the coloured pigment tends to settle rather quickly. Therefore, I usually decant an amount of wash onto a plastic lid or similar and add drops of white spirit when needed to constantly dilute the wash mixture. This will then make the wash flow smoothly.

After the all over pin-wash was complete, the excess was removed with a cotton bud, tissue or slightly dampened paintbrush, depending on the area. The wash residue was also used to commence streaking, scuffing and chipping on the vehicle via a fine tipped brush moistened with white spirit.

Different shades of Mig Abt.502 and Winsor & Newton oils were used to create worn areas and general discolouration to the underlying paintwork. White, Black, Yellow Ochre, Burnt Sienna, Raw Umber, Olive Green and Light Mud were all used to simulate heavy crew use, especially on areas such as the top deck and rear hull, with the oils being blended in and manipulated with a white spirit dampened fine brush to form scuffing, scratches and the like. The corners of certain panels were focused on with micro-chipping and scuffing as these would wear quickly through being used as handholds or areas that would rust



Rear hull weathering. Oils and Pigments were used to create a filthy appearance of wear and tear



Werfer Side view. Pigments spattered with thinned oils. The replacement Jerry Cans used were taken from Tamiya's Early Jerry Can Set (Kit No. 35315)



Spot the handprint - in 1:35 of course. Also note the broken aerial lead



Unlucky for some. The pick and horseshoe were added, as well as using the Griffon Model's PE clamps.

quickly with exposed metal.

On areas where some dust or dirt were required, different shades of earth coloured Mig pigments were either stippled on dry or built up and fixed with AK's Pigment Fixer (AK 048). The lower hull had a decent layer of pigments applied and fixed before refitting the bogie assemblies. When the pigments were totally dry, dark heavily thinned oils were flicked onto the dirt areas by using a worn out brush. This gave a more patchy and realistic appearance.

For a point of interest I added a crew member's faint, oily handprint to one of the engine access hatches. I managed to find a suitable 1:35 figure with a decent hand profile and by using thinned black oil paint and the hand as a stamp, managed to leave a genuine scale hand print!

To seal in all the previous weathering and give the vehicle a nice dull finish it required a flat coat. My usual practice is to use the reliable Testor's Dulcoate, but for an experiment I decided to trial a new AK product Ultra Matte Varnish thinned with AK's own acrylic thinners. The varnish sprayed well from the airbrush and provided a seemingly dead-flat appearance, however it did require several coats. Another bonus is that it also appeared to be able to be brush painted on for touch-ups.

WEATHERING TRACKS

The track runs received an airbrushed base coat of a mix of Tamiya's X-18 Semi-Gloss Black and Gunze H406 Chocolate Brown. Without worrying to seal the paintwork, the tracks then received a decent layer of earth coloured

pigments. I created various effects by making up a batch of light, medium and dark shade of pigments to vary the dried mud/dirt effects on the tracks. The pigments were then sealed in with AK pigment fixer.

To finish off the lengths I added a nice, iron/steel effect to the wearing edges by way of Mk.1 finger and ground graphite. This simulates the style of track wear well without it resembling bright aluminium. These wear areas can then be polished with a cotton Q tip.

After finishing off the track runs they were carefully placed onto the sprockets and idlers with the bogie assemblies to be added last.

FINAL TOUCHES

The on-board pick, MG34 and Jerry cans were painted, weathered and duly fitted.

Just for fun, and to add a personal touch, I decided to add a lucky horseshoe that I had laying around from the scrap etch box. The 15cm Wgr.41. 'Werfer' rocket assemblies were painted up in several different field grey/green shades as per references and added to the launcher. These rockets are a little simplified however once painted, weathered and markings added using the nice Tamiya supplied decals they do appear to look the part.

A final going over with a touch of Raw Umber oil and graphite on an odd exposed armour edge and the Panzerwerfer was done.

CONCLUSION

Tamiya has released a well-known re-box of a decent kit that can still be built into a reasonable replica of the Panzerwerfer without requiring too much work. For the super-detailers out there, it would still make a good base for that elaborate "Uber" project. ■

Modelspec

Tamiya 1:35 Sd.Kfz.4/1 Panzerwerfer 42 Kit No.37017

Accessories Used:

Tamiya Early Jerry Can Set (Kit No.35315)
Royal Models resin wheels and details set (item 091)
Griffon Model's On-Vehicle Tools (item L35A104)

Tools and Materials:

Tamiya Lacquer thinners
Tamiya Extra Thin liquid Cement
Tamiya Liquid Surface Primer
Super Glue
Vallejo Plastic Putty
Tamiya Superfine Airbrush, Delta generic Airbrush

Paints and Finishing Products:

Tamiya - XF-7 Red, X-18 Semi-Gloss Black, XF-2 White, XF-49 Khaki, XF-59 Desert Yellow, XF-60 Dark Yellow, XF-65 Field Grey, XF-67 Nato Green
GSI Creos (Gunze) - H406 Chocolate Brown
Vallejo - 79017 Beige, 70951 White, 70814 Burnt Red, 70957 Flat Red, 70950 Black
MIG Abteilung Oils - Light Mud, Olive Green
Windsor & Newton Oils - Raw Umber, Lamp Black, Yellow Ochre, White, Burnt Sienna
MIG Pigments - Europe Dust, Light European Earth, Dry Mud, Dark Mud
Mig AMMO Africa Korps Wash (A.MIG-1001)
AK Enamel Wash - Light Rust, Dust Effects
AK Pigment Fixer Enamel Fluid
AK Ultra Matte Varnish (AK 183)
AK Acrylic Thinner (AK712)
Tamiya X-22 Clear

References Used:

Nuts and Bolts (vol.30) Nebel-Panzer-und-Vielfachwerfer

✓ Good solid base for further enhancement, or a good starter kit.

✗ Aging mouldings, fiddly rivet detailing, Bogie/Steer wheels require upgrading.

Available from

Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating 



Pigments were placed in the corners to simulate dirt and dust build up



Side view of the Panzerwerfer. Note the different field greys/greens used in painting the Wgr.41. rocket assemblies



Dragon adds a Befehlswagen Ausf. J to their Panzer IV family. Graham Tetley offers his thoughts.

COMMAND PANZER

We have not seen a Ausf 'J' Befehlswagen from Dragon so this new kit fills a gap in the family. There are minor exterior differences between this version and the standard Ausf. J, the main ones being the additional antennas for the new radio equipment and the turret top armour being increased in thickness.

What Dragon does give us is a veritable box full of bits, virtually all of which we have seen before. The kit shares a lot of its lineage to 6560, the Late 'H' with Zimmerit, so this is basically a re-box with a spattering of new tooling.

By my count there are approximately 790 plastic parts (of which approximately 300 are unused), one etched fret and two lengths of DS Track. Unusually for Dragon, some sprues are poorly molded and are plagued with flash. Unfortunately, one of those sprues happens to be the one that contains the star antenna and that is going to be a bear to remove with shattering and subsequently cleaning up. This is

one occasion where etch would have been preferable. All other standard Panzer IV parts are flash free and I could find no ejection pin marks on any visible surfaces. If you have built a Dragon Panzer IV Smart Kit then 99% of this will be old news.

For this version we get a new Sprue F which contains the new hull brackets for mounting the new antenna box, a new rear plate and turret side armour doors. The etched fret is new also and contains parts specific to this version. These brackets are thick and over-scale but they serve their purpose and will be more robust than etched replacements. Detail throughout is crisp and sharp, especially the zimmerit finish which is beautifully done and covers most of the upper & lower hull. From the countersunk screws on the turret roof to the myriad or weld seams, detail is stunning throughout. We get the correct flammenvernichter exhausts but one downside for me is the DS Tracks. Much is being said about them and personally I wish that

Dragon would offer in the box their Magic Tracks as an option.

This is not a multi-version 2 or 3 in 1 kit but you do have the option of having the skirt rails on or off. Only one decal option is provided and this is for an unidentified unit - this leaves lots of scope as the decal sheet itself just contains 3 black & white crosses. The tools have the clasps and straps molded in situ, as is normal for Smart kits, but there is plenty of aftermarket etch out there if you want to detail it up. There are enough parts in the box to make pretty much any Ausf. 'H' or 'J' so some of the unused parts may

come in useful. Two omissions that I do note is that we get no hull side skirt armour included, this is a shame as (back in the good old days) Dragon would have provided them. For now, either go aftermarket or scratch build them. Also, the main box art shows a cupola mount for the anti-aircraft machine gun but neither the mount, nor gun, are in the kit.

CONSTRUCTION

It is fair to say that Dragon's instructions can appear daunting with their use of many sub-assemblies within each construction step. This kit is no exception as everything is suitably busy. There are a few occasions where a little surgery is required such as opening up the location holes for the side skirt mounts and removing some unused location marks, but nothing major. Take your time, segregate the sub-assemblies, and you will be fine.

With the turret we get a full breech for the main gun and a multi-piece cupola with clear vision blocks. A little etched sight is provided as well. Just be warned that the rear circular skirt armour affixes to the back of the turret bin so start your assembly of the turret armour from back to front. Doing it this way will allow you to get it all straight & level.

CONCLUSION

I do feel that Dragon should have included the side skirt armour and Magic Tracks as an option, plus they need to review the quality of the molds on some of the sprues mentioned above.

That said, this kit gets my recommendation as no-one does Panzer IV's like Dragon. 8.5 out of 10 and a solid 'Recommended' from me. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



Turret top detail. Note the correct thicker armour.



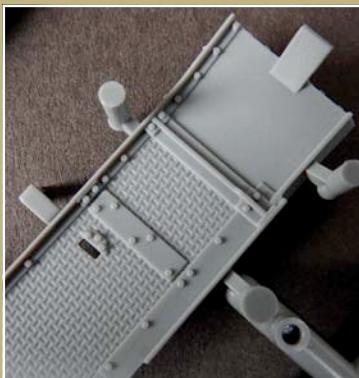
Dragon's lovely Zimmerit on the front glacis.



Zimmerit on the lower hull.



The poorly molded star antenna.



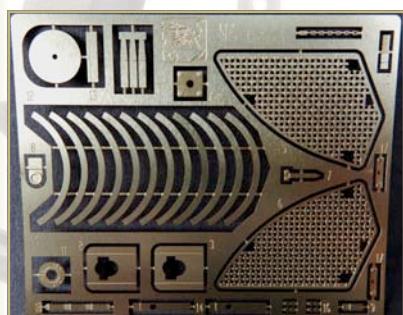
Fender underside detail.



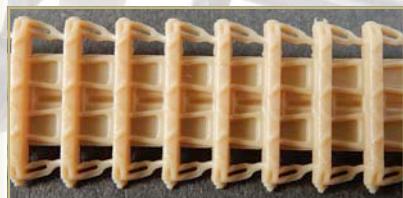
The new Sprue F.



Detail on the new rear hull plate.



New photo-etched fret.



DS Track detail.



The Editor explores Tamiya's all-new 1:35 scale AMX-13.

FRENCH OSCILLATOR

The AMX-13 is a French light tank produced from 1953 to 1985. It served with the French Army as the Char 13t-75 Modèle 51, and was exported to more than 25 other nations.

Named after its initial weight of

13 tonnes, and featuring a tough and reliable chassis, it was fitted with an oscillating turret built by GIAT Industries (now Nexter) with revolver type magazines, which were also used on the Austrian SK-105 Kürassier.

Including prototypes and export versions, there are over a hundred variants including self-propelled guns, anti-aircraft systems, APCs, and ATGM versions.

Total production of the AMX-13 family is approximately 7,700 units, around 3,400 of which were exported.*

TAMIYA'S 1:35 AMX-13

Tamiya's brand new 1:35 scale AMX-13 comprises 219 parts in tan coloured plastic, two full-length vinyl tracks, one photo-etched parts, 20 polythene caps and decals for two marking options.

Moulding quality is excellent although some of the detail parts, notably the brush guards for the light, are a bit chunky.

Construction of the hull and running gear should be quick and easy thanks to the lower hull tub and the fairly simple arrangement of the road wheels. Swing arms and return roller mounts are provided as separate parts. The

wheels and drive sprockets may be pressed into place using poly caps.

The upper hull is also held in place with a polythene cap, although you could glue it in place if you wish.

The tracks are full length flexible vinyl, meaning that it won't be simple to achieve sag along the top run unless they are replaced. Detail and moulding quality is good though.

The gun travel lock and its brace are both hinged and may be left workable if you are careful with the application of glue.

The turret is designed to allow the oscillating gun to elevate, but only if the moulded canvas cover is omitted. Tamiya supplies separate mounting strips for this option. If the very nicely moulded canvas cover is fitted, the gun will remain at a fixed elevation.

A well moulded Commander figure is included, as is photo-etched mesh to cover the circular front engine vent.

Clear parts are not included. Solid plastic lenses are supplied for the lights, but as these are separate parts the modeller can replace them with clear lenses from an after-market source if so desired.

CONCLUSION

This is a nice kit with lovely surface textures, excellent moulding quality and a decent level of detail.

Some will be disappointed with the lack of clear parts and individual track links, but Tamiya's 1:35 AMX-13 should still make for an attractive and unusual display piece straight from the box.

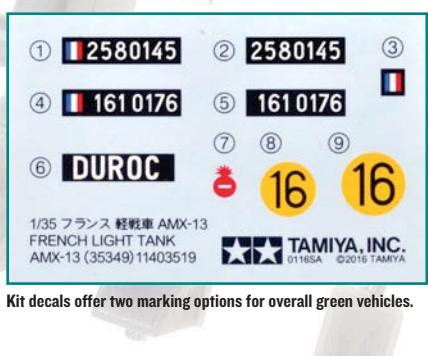
Recommended. ■



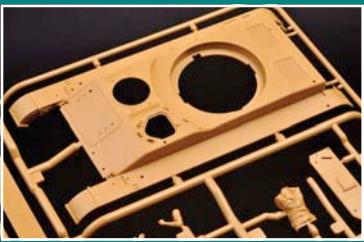
Photo-etched mesh for the vent.



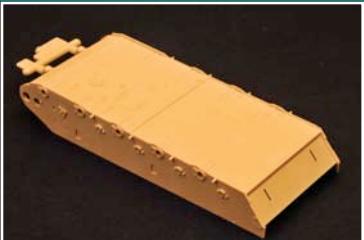
Full length vinyl tracks are supplied.



Kit decals offer two marking options for overall green vehicles.



One-piece upper hull with integral track guards.



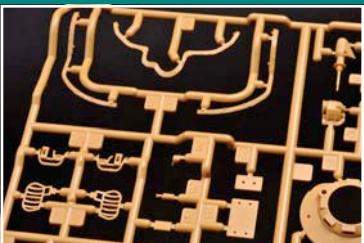
The lower hull with detail moulded in place.



Upper turret shell.



Oscillating turret parts.



Road wheels, drive sprocket and idler wheel.

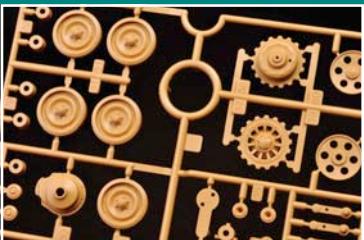


Photo-etched parts.



A Commander figure is included.



Andy King couldn't wait to build the new Italeri 1:35 scale LMV Lince.

ITALIAN LYNX

I did an in-box review of this kit in an earlier edition of Model Military International but it was just one of those models that I just had to clear the bench for immediately, as I was quite impressed with it in the box alone.

THE CHASSIS

Starting with the chassis, there are some hefty seam lines to remove from the sides and if you want to be really picky there are a couple of sink marks to fill in but as these would not be visible if I had left them. Chassis detail is good enough for what you can see and for added interest I cut the front drive shafts between the steering knuckles and CV gaiters so that I could pose the front wheels turned, the gaps were filled with slivers of sprue from the kit.

The rest of the chassis went together well so while this was left to set I started work on the interior. The main piece of advice here is to leave the steering wheel off until after as painting and decaling the instrument panel is

tricky with it in place.

Etched parts are supplied for the seat belts but I decided to use masking tape instead, just using the belt anchors, buckles and connectors that were cut off from the belts. The front seats have a bar moulded into the back so I cut these off and replaced them with fuse wire, the inserts for the rear of the seats had gaps that needed filling as well. The middle seat

had styrene sheet added to the underneath as this is hollow.

The roll cage was assembled after a fair bit of cleaning up and when dry this, the interior and chassis were undercoated with Tamiya XF-1 Black after which the interior was sprayed with XF-58 Olive Green, the roof and rear of the cabin was sprayed with XF-2 White, Vallejo Black was used for the seat bases, belts and dashboard.

BRINGING IT TOGETHER

The cabin interior and roll cage were glued to the chassis and when the main body assembly was complete this was also fixed into place albeit with a little difficulty as the roll cage gets in the way. With a little persuasion and pressure it eventually located but unfortunately left paint streaks on the white rear panel. The rear body was glued into place and a top tip ►

The basic chassis.





The cut made between the steering knuckle and CV gaiter, the gap was filled with a sliver of sprue from the kit.



Starting the interior although leave the steering wheel off until last. Duh....



The roll cage built and the model now resembles a golf cart.



The etched Iveco logo and grills on the bonnet (or hood).

Starting to take shape, the beauty of this kit is that the interior, roll cage and body can all be done as sub assemblies.



► here is to leave the tailgate off as gluing this bit is awkward to say the least and best done from the inside.

If you are adding the winch, it attaches to the front of the body and underneath on the chassis. Unfortunately the lower bars are too short so I extended them using short lengths of sprue shaped to match the profile of the bars. You may want to leave the bull bar off until the model is painted as leaving it in place makes masking the headlights very tricky (ask me how I know). At least the lower set of lights can be left off until the painting is finished as these can be fitted last.

The snorkel that goes from the engine bay to the roof needed filling and sanding as the fit of parts wasn't that brilliant. Also the moulded on supports for it were removed as these didn't fit on the roof properly so new ones made from styrene strip. I did plan to have two of the doors open as I wanted to detail the inner sills a bit but comparing the model to photographs of a Lince the inner door sills are far too narrow, the ones on the real vehicle are quite chunky so the doors were glued shut.

The chassis rear (part 13A) needed some trimming to get to fit and I would advise annealing the etch parts over an open flame for the exhaust as they take some bending otherwise. To get them into shape I bent them over a 3mm drill bit. The etch for the jerry can rack and ammo box holder were folded to shape but instead of gluing them together I soldered them for strength.

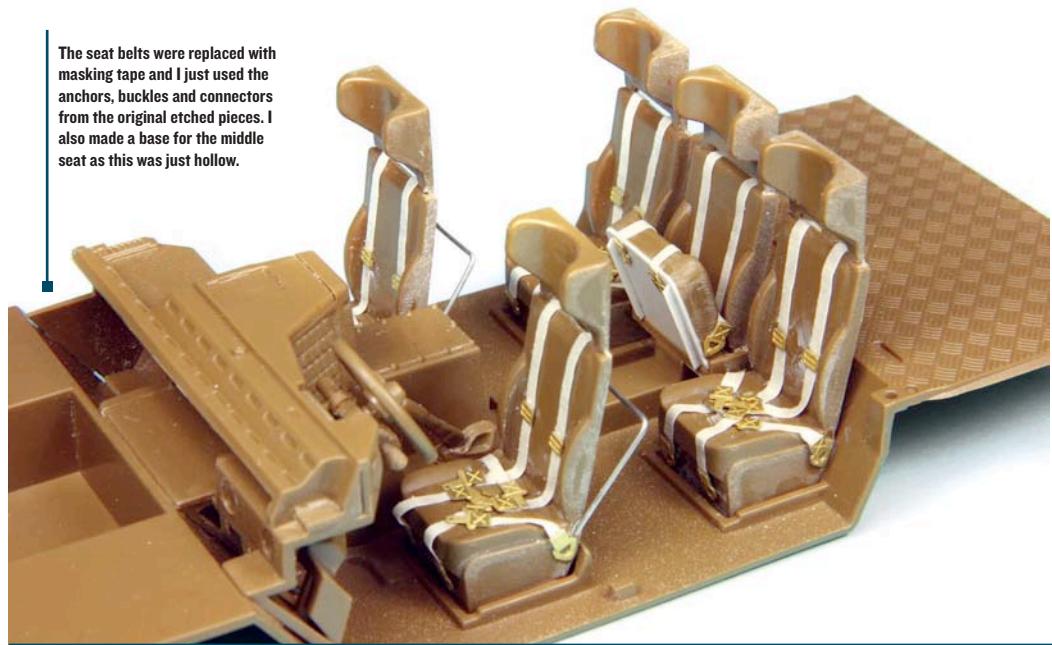
CONCLUSION

Apart from a few little niggles this kit was lovely to build and the general fit of parts is very good indeed.

Moulding quality is better than I have seen on other Italeri kits but there were still some hefty seam lines to remove (the chassis especially) and there was some flash present but on the whole nothing that couldn't be easily rectified. The weapons are typical Italeri and would be much better replaced with aftermarket items however I didn't have any in the spares box so I used the .50cal as supplied. The model was built as option 'B' with a view to painting it later in that rather eye catching desert camo.

A most enjoyable build and very much recommended! ■

The seat belts were replaced with masking tape and I just used the anchors, buckles and connectors from the original etched pieces. I also made a base for the middle seat as this was just hollow.



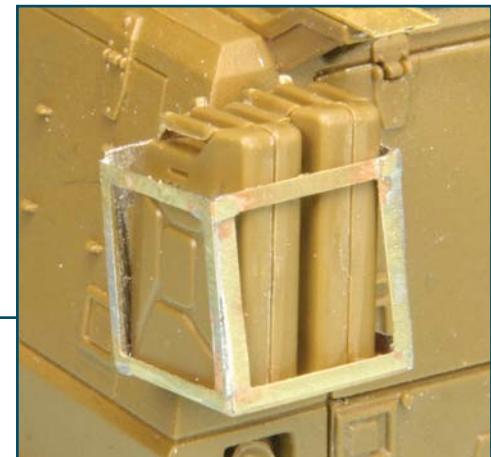
The exhaust shielding with the kit supplied etch.



Thanks to The Hobby Company Limited for the review sample www.hobbyco.net



The model built!



The jerry can rack was soldered and cleaned up as my soldering isn't brilliant.

TALES FROM THE CRYPT

Tamiya Matilda Mk.III/IV • Kit Number 35300



QUEEN OF THE DESERT

Back in 2009, the Editor teamed up with Chris Wauchop to build and paint Tamiya's then new 1:35 scale Infantry Tank Mark II, Matilda Mk.III/IV.

More than 35 years since Tamiya released their original 1:35 scale British Infantry Tank Mk.II, they produced an all-new Matilda in 2009.

Tamiya's designation for the new kit was Infantry Tank Mk.IIA* (don't look for a footnote - the asterix was an official designation for Leyland-powered Matildas) Matilda Mk.III/IV.

The Infantry Tank Mk.IIA and Mk.IIA* were developed as a result of

lessons learnt by the British 1st Army Tank Brigade in France, which was equipped with the Matilda Mk.I. In the event, most of the external modifications were minor. The most notable change to the Matilda Mk.IIA was the revised mantlet to accommodate a .303 Besa machine gun. This replaced the water-cooled Vickers machine gun in the earlier version. An extractor fan was also installed in the turret roof.

The Infantry Tank Mk.IIA*, otherwise known as the Matilda

Mk.III, was fitted with a new 7 litre Leyland diesel engine. The Matilda Mk.IV was almost identical to the Mk.III, the only difference being evacuation pumps fitted to the fuel tanks under the air inlet louvres.

WHAT'S IN THE BOX?

Tamiya's new Matilda MK.III/IV comprises 387 parts in their familiar dark yellow plastic, two flexible tracks, a length of string for the tow cables, poly caps and markings for three vehicles - two

in desert camouflage and one in green and black.

Surface texture is everything we have come to expect from a new Tamiya release. Cast metal is beautifully depicted on the turret, the nose and the armoured engine deck covers. Recessed screw heads on the lower hull side covers even includes slot detail. Raised strips, rivets and bolts are present wherever appropriate. The asbestos insulation wrapped around the exhaust pipes looks

fantastic too.

This kit offers the choice of hard plastic link and length tracks, or flexible black tracks in a single run. Both options are well detailed inside and out, with no ejector pins or other imperfections to clean up before assembly. The peculiar guide teeth are hollow on the real tank. For the kit, the plastic guide teeth are moulded with a dent at the front and rear. This offers a pretty good representation considering the guide teeth are almost completely hidden behind the complex running gear and large armoured side covers. On the other hand, Tamiya supplies hollow guide teeth for the highly visible spare track links on the front mudguard - a nice touch.

The sprues contain two styles of 2 Pdr gun barrels plus a 3" howitzer barrel, which suggests that a Close Support version is on the way. Each barrel is supplied in one piece and is hollow at the muzzle end. Also on the sprues but unused is the later version low-profile cupola and an alternate antenna base. Several rows of flashed over holes may be found on the inside of the hull surrounding the turret ring. This hints that versions featuring the armoured ring protecting the base of the turret will be seen some time in the future too.

The mantlet is secured with poly caps allowing the gun to elevate, and the driver's hatch may be left to slide on its rails.

A full compliment of new on-vehicle tools plus crew stowage is supplied.

Three crew figures are included. Poses are relaxed and sculpting is very good. The figures are depicted in summer uniform with long trousers and rolled-up sleeves.

Kit engineering is sensible. I particularly like the way Tamiya has broken down the nose of the vehicle to avoid a horizontal join across the front of the hull.

Moulding quality is marvellous. There are just a few very faint circles to clean up on the inside of the loader's hatch. Although there are an alarming number of ejector pin marks on the lower hull, these will all be completely hidden behind suspension components and the big mud chutes. Sponsons are not boxed in but you won't see the light of day once the armoured hull sides are secured. The searchlight lens is a solid plastic piece. ►

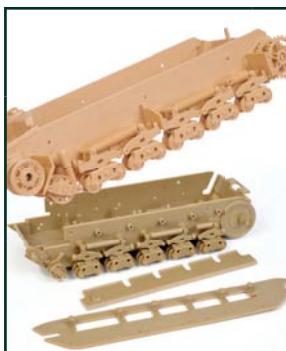
The lower hull is built up from separate panels.



The nose assembly looks complex but fit is excellent and the result is a seam-free forward hull.



The jumble of running gear components align precisely. The ejector pin marks seen in this view are hidden once the suspension and side skirts are added.



Here is the new model at the same stage of construction as the 1973 Tamiya Matilda. Not surprisingly, the level of detail and finesse is much better on the new kit.



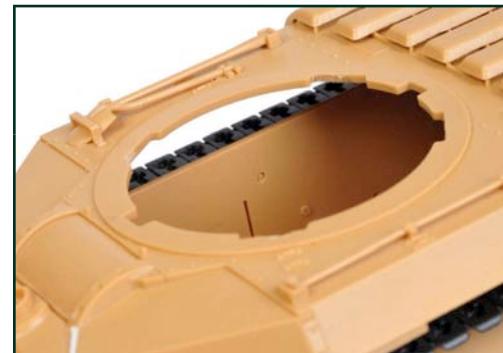
The large mud chutes and small return rollers have been fitted here. Spring detail is still visible at this stage.



The black vinyl tracks are beautifully detailed and may be glued with regular polystyrene cement.



The louvred panels on the forward upper hull are provided as separate parts.



Peek-a-boo! Sponsons are not boxed in, so there is fresh air between the tracks and the upper hull. Fortunately, this area will be completely hidden by the armoured side skirts.

TALES FROM THE CRYPT

Tamiya Matilda Mk.III/IV • Kit Number 35300

CONSTRUCTION

With the running gear assembled without problems, my first decision was whether to use the excellent solid link and length plastic tracks, or the flexible black track lengths. The solid tracks feature exceptionally subtle draping along the top run, but the detail on the flexible tracks is almost equal to the tan styrene parts.

As I was building the kit for a deadline, and considering the similarity in detail, I decided to use the flexible tracks. I brushed each mating surface with Tamiya Extra Thin Liquid Cement and joined the ends, clamping them while they set. After a few hours the tracks were stretched around the drive sprockets and suspension.

The balance of construction was totally trouble-free. After locating holes were drilled through the upper hull and turret, smaller details were added. The tools and fittings look great straight from the box. I particularly liked the sawn-off .303s used for the smoke dischargers.

The upper and lower hulls were joined with a single poly cap at the rear, and glued at the front. There was a join line between the case forward hull section and the rolled steel main hull. This did not look quite right to my eye so I added raised weld beads from softened plastic strip. I am not sure that the weld bead in this location is accurate, so check your references before adding them yourself.

Fitting the lower starboard side exhaust (part D77) to the bottom muffler proved a little awkward. In the end, I found the best way to join the parts was to trap part D66 without glue between the muffler halves. After the mufflers have been glued into place, twist part D66 forward so the joining flange is facing outward, then place the bottom of part D77 near the join before twisting part D66 back to its vertical position.

Stowage boxes are supplied for the turret. Initially I attached one box to the starboard side, but this was eventually removed when it became clear that it would interfere with the fit of the ID marking decal.

CAUNTER QUANDRY

With the old and new Matilda models being built simultaneously,

I invited Chris Wauchop to paint and weather this new kit.

Armed with Mike Starmer's authoritative guide "The Caunter Scheme", first published in 2004 and amended in March 2009, Chris and I set about determining some up-to-date Caunter colours. White Ensign Models produce a set of accurate enamel Caunter model paints, but Chris and I generally work in acrylics so we decided to find a mix to match the colour chips in Mike Starmer's book. Here is what Chris came up with:

- BSC No.64 Portland Stone: 40% Tamiya XF-55 Deck Tan + 50% XF-2 Flat White + 10% XF-60 Dark Yellow
- BSC No.28 Silver Grey: 50% Tamiya XF-55 Deck Tan + 50% Gunze-Sangyo H312 Green FS 34227
- BSC No.34 Slate: Tamiya XF-65 Field Grey

Chris applied the three basic shades with his Testor Aztek airbrush fitted with the fine tan-coloured tip. The hard-edged demarcation was masked with Tamiya tape. Overspray was inevitable around the undulating armoured air inlet louvres, so this was touched up with a fine brush.

CONCLUSION

The Matilda was one of the most important British tanks of the early war period. Despite its pedestrian speed, a narrow turret ring that limited further development, and an inadequate main gun, it served stoically in the extremes of the Western Desert, the frozen plains of the Eastern Front and the steaming jungles of the South Pacific. Indeed, the Matilda was the only British tank to see service from the first day of the Second World War to the last.

Tamiya's original 1973 Matilda was a good kit upon release, but it was a typical product of its day. Aspects of the model were overscale due to the need to accommodate motorisation gear, surface texture was non-existent and some details were basic. The model looks decidedly dated in 2009.

On the other hand, Tamiya's 2009 Matilda remains a state-of-the-art offering with excellent detail, beautifully authentic cast texture where appropriate, useful options and superb fit. ■



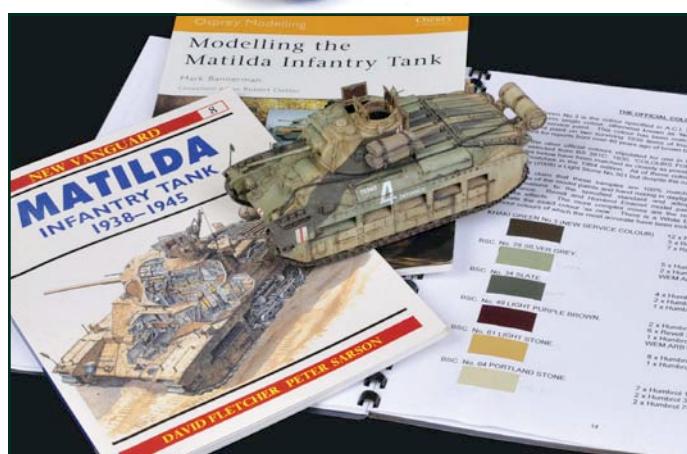
The model takes on the chunky proportions of the Matilda with the side skirts in place.



Surface texture on the turret is gorgeous. A few ejector pin circles on the inside of the loader's hatch were sanded and covered with Tamiya Surfacer.



Two naked ladies. Tamiya's older Matilda with plenty of make-up courtesy of MR Models and Firestorm may be seen at the rear.



Matilda references are few and far between, but Mike Starmer's "Caunter Scheme" book includes actual paint chips for the colours used in this interesting camouflage.

The Caunter scheme comprised three colours – Light Stone, Silver Grey and Slate.



The turret bristles with detail. The interior of the Commander's hatch is suitably busy.



Tamiya's moulded "asbestos wrapping" on the exhaust pipes is brought to life under an enamel wash.

“Tamiya’s 2009 Matilda remains a state-of-the-art offering with excellent detail, beautifully authentic cast texture where appropriate, useful options and superb fit...”



This new Matilda is light years ahead of the original 1973 Tamiya kit in terms of detail, finesse, fit and accuracy.



Graham Tetley not only reviews Academy's new 1:35 scale Magach 6B Gal Batash, but also offers his recommendation for after market accessories.

MAGACH PLUS!

Until the release of this kit, if you wanted to build a Magach 6B your only route was the Legends conversion on one of the various M60 base kits.

Thankfully, Academy has now come to the rescue and given us their basic M60 with some updated sprues, plus many new ones, to produce a very good Magach 6B straight from the box.

The kit isn't without some niggles here and there but overall I like it. So, let's get on with the review.

This box is brim full of parts that come on eight sprues, along with the upper & lower hulls, two flexible vinyl tracks, poly caps and a basic set of decals for one vehicle only. Moulding quality is good although detail is crisper on the newer parts that are specific for this version. We get some spare parts and accessories such as wooden boxes, petrol/water cans, a single road wheel and a cot bed.

Most of the knock-out pin marks are in areas that will not be seen and there is no flash on the parts in my sample. The instructions are clear and uncluttered making this easier to assemble.

Academy's basic M60 dates from 1990 and the hull contains motorization holes however most of these are hidden on the finished model. The most prominent one is where the rear idler sits and Academy does provide a part to fill it but there is still a gap.

Thankfully, you can't really see it when the idler & tracks are on and the sand shields in place. Likewise, the belly armour hides another hole, we get a filler part for another but you can't see them anyway when it's sat on its tracks. We have a fair mixture of old and new here but the newer parts cover most of the older ones which in the main are the upper and lower hull halves, road wheels and suspension plus some fittings on the upper hull so I won't dwell too much on the older bits. Tracks provided are from the Merkava 2 kit which, according to some Googling, is realistic.

For this version we get a full suite of new parts for the belly armour, front hull armour as well as new side shields & mounts and a full newly tooled turret. Detail is very good however there are a few weak areas:

- The additional reactive armour is missing its distinctive non-slip coating.
- The vision blocks around the driver's hatch are just shaped lumps.
- The kit supplied machine guns are heavy on detail, their mounts simplified, and marred by ejector pin marks.
- The mortar and mount on the turret side are very simplified.
- The gun barrel is moulded in two halves and will be difficult to clean up.

On the plus side, I have test-

fitted the new armour parts, turret halves and side shields and the fit is really good. Also, the additional armour covers up the join lines for the front hull and turret sides so there is no need for sanding and re-texturing. Academy has done a credible effort at capturing the canvas cover for the main gun however the upper part of it is covered by additional armour. One crew figure is supplied however it is noted as spare parts on the instruction sheet.

CONCLUSION

I do like my Israeli armour and Academy has come up trumps with this kit. Yes, it is built on a basic kit that is 25 years old but the new parts cover a lot of the old. What is in the box though is done to a good standard and represents great value for money. They can be had on eBay for anything between £25 and £35 but even at the higher price it is still a good deal. It comes with a 'highly recommended' from me.

ACCESSORIES

That said, there is always a little extra that can be added so let's take a look at two of the currently available detail sets. But first, let me delight you with a tome on the joys of Internet shopping.

When searching for accessories my first port of call is eBay. There are a few options for this kit, which are:

- Legends LF1289 Detailing Set
- Legends LF1280 Turret basket
- Legend LF1143 Track set
- Eduard 36287 Etched Set
- Blackdog T35130 Turret Basket & Accessories

- Orange Hobby 132 105mm barrel

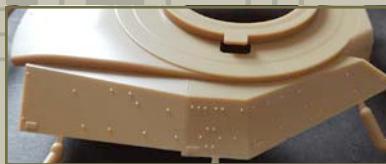
A bit of research pays dividends here and I quickly determined that the Legends Detailing Set and Blackdog basket were most appropriate for me. I would have had the Legends basket but I couldn't find a seller that had both in stock. So:

- The tracks were discounted because more than half are hidden by the side skirts so, being a penny-pinching Yorkshiremen, I will live with what is in the kit.
- I discounted the Eduard etched set on the basis of price (£17 to £19 on eBay.uk - yikes!) because it is a single fret and you get two frets in the Legends kit that cover pretty much the same and more. Sorry Eduard, your price on this is way out of the ballpark.
- The Orange Hobby barrel is calling me but I will see if I can pick up here in the UK.

Armed with a shopping list and knowing that no one retailer had what I wanted, I went to Legend's website to look for European distributors and came up trumps. I found a shop in Switzerland (Euromodel) that had the detail set, but not the basket or tracks. On searching though they did stock the Blackdog set so with a few



One of the turret side armour panels.



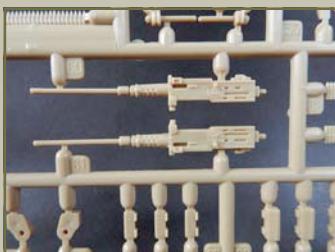
Additional armour on the turret base.



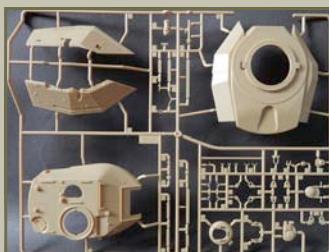
The canvas mantlet cover.



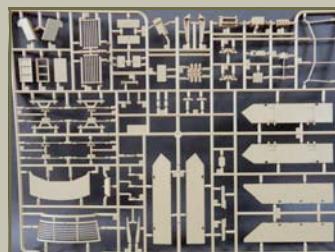
Plastic vs. resin mantlet



Basic, but adequate, .50 cal.



Turret parts come on a new sprue.



More new parts.



Legend's detailing set.



Blackdog's Magach 6B Basket Set's resin parts.



Look at that lovely detail



New tow cable ends.



Track surface close-up.



Lovely detail on the new parts.



The new hull shell.



Road wheel detail.



Top and bottom detail on the new armour panels.

swipes of the keyboard the parts were on their way and arrived a few days later. Credit as well to EuroModel as shipping was fast and well packaged too.

BLACKDOG T35130 MAGACH 6B BASKET & ACCESSORIES SET

The turret basket in this kit is positively cavernous and whilst Academy gives us some accessories I wanted more. The Blackdog set provides a basket with a lovely tarp effect on it, but what sold it for me was that you also get some other accessories which don't come in the Legends set. The casting quality on the basket is superb with no blemishes

or air bubbles at all and whilst the large basket part has some mould separation marks on it these are easily cleaned up. The basket itself has been built around the Academy plastic parts and the fit to the turret is excellent.

Turning to the accessories, we get a tarp, bag, flak vest and two helmets. Sadly, the casting on the helmets is less than perfect and the moulds have been worked a little too much. There are casting scars on the helmet surfaces that whilst will clean up they will likely damage the shape of the helmets. Also, my set appears to be missing a part as the box art image shows an extra item that looks like a flak vest. I contacted Blackdog who kindly agreed to supply the missing part. Sometime later I received from them a box that contained not only the missing part, but a full set of the accessories that come with this set that are also cast more cleanly than the originals. Great customer service marks out the good from the bad and

Blackdog have really impressed me. Buy from them in the security of knowing that if a mistake is made, they will put it right..

The set cost me a little under £12 plus postage which is a shade cheaper than the UK retail price. Casting is generally very good but quality control could be better, however Blackdog's customer service is fantastic.

LEGENDS LF1289 MAGACH 6B GAL GATASH DETAILING SET

If you want a specific detailing set then this really is your only option on the market. There are 96 resin parts in the kits, approximately 160 on the two etched frets, one length of nylon string and three lengths of wire in different thicknesses. This is not a set for a beginner as there is some complex surgery to do to the base kit in that we get new resin and etched parts for the fender supports. Unfortunately, all of these are moulded solid onto the one-piece hull so I can see lots of work and plenty of bad language to get all of these replaced and installed.

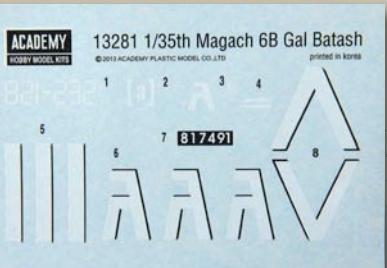
There are a couple of things with this set that I don't like, which are:

a) The barrels on the crew machine guns are bent, a symptom of the parts being removed from the moulds before the resin had fully cured.

b) The moulds on some parts have worked past their best as resin has built up in the undercuts.

That said, the resin is cleanly cast with just a few air bubbles here and there and what we get really does improve the model no end. There are, amongst others, replacement driver's periscopes, tow cable ends, turret mortar, machine guns, ammo boxes, canvas gun cover and sleeve as well as a lovely ammo bag & assembly for the main .50 cal. Machine gun. Thankfully, the instructions are nice and clear and come on two printed sheets.

Mine cost a little under £24 plus postage but I could not find a UK retailer. This price compares well with what is on eBay and the set is well worth the money. ■



Plain & simple markings.



Large Scale

CLASSY HOBBY 1:16 PANZERKAMPFWAGEN II AUSF. L LUCHS • KIT NO. MC16001



TIGER CUB

The Editor unpacks Classy Hobby's new large-scale Luchs.

The Panzer II was the backbone of the Panzerkorps during the early Blitzkrieg campaigns. However, the Battle of France proved that the thin armour and inadequate armament of the Panzer II made it unsuitable for operations against other tanks. Nevertheless, development of the design continued. The final production model was the Panzerkampfwagen II Ausf. L Sd.Kfz. 123 "Luchs" (Lynx). It was later redesignated Panzerspähwagen "Luchs".

The Luchs was designed as a fast, armoured reconnaissance vehicle. The general layout of the Ausf. L was similar to the Ausf. D and E versions of the Panzer II. The most noticeable distinguishing feature was the interleaved suspension, more commonly associated with the Tiger and Panther. In fact, with its stocky, squared-off design, overlapping road wheels and general profile somewhat resembling a Tiger I, this little vehicle must have given an unjustified shock to many Allied and Soviet tank commanders!

Despite being 30% heavier than the Panzer II Ausf. C, the Luchs lived up to its requirement for speed. Its 180hp Maybach engine and six-

speed ZF transmission propelled the machine at over 60 kilometres per hour. This speed was essential, as its maximum armour of 30mm was no thicker than its obsolete predecessor. Armament comprised one KwK 38 20mm cannon and one co-axial machine gun.

131 Luchs' were manufactured between April 1942 and May 1943. These vehicles were deployed to Wehrmacht Panzer and reconnaissance units on the Eastern and Western fronts.

The final 31 Luchs' were armed with the very effective L/60 50mm anti-tank gun.

CLASSY HOBBY'S 1:16 LUCHS

This is the first time that a Luchs has been available as a 1:16 scale kit. The box is big, but not huge, and it is packed to the brim with sprues.

Classy Hobby's 1:16 Panzerkampfwagen II Ausf. L Luchs comprises 464 parts in pale grey plastic, 12 parts in clear and 208 track links in brown plastic. Multimedia parts include a photo-etched fret with a further 70 parts, a length of metal cable and a bag of steel track pins.

Moulding quality is generally very

good, with just a little bit of light flash here and there. The kit is broken down conventionally, with a "flat pack" lower hull comprising a floor (incorporating the front hull plate), sides and rear plate. The space between the rear plate and the engine bay is filled with fan belt and engine fan detail. This detail will be visible through the ventilator grilles on the engine deck, so it is very welcome.

There is no other interior detail inside the hull.

The running gear is made up from internal mounts for the working torsion bars, the torsion bars themselves, and the relatively simple interleaved road wheels, drive sprockets and idler wheel, shock absorbers and smaller detail parts. The wheels are moulded with the tyres in injection moulded plastic. The tracks are made up from individual single links and are joined with metal pins, just like the real thing. The links feature solid guide horns with a lightening "dent" in the outer surfaces. This is accurate.

All the hatches are separate parts so they may be posed open or closed. Note that the crew's hull

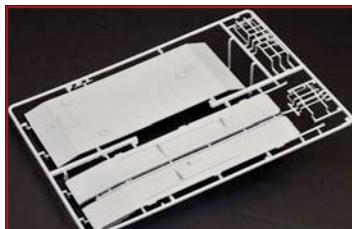
hatches actually swing down inside the vehicle. Visors are well detailed including clear vision blocks and may be posed open or closed.

The upper hull is broken down into forward, mid and rear sub-assemblies, while the turret is made up from an upper shell and separate parts for the mantlet, bottom and rear plates. The interior of the turret bristles with detail including the radio, crew seats, visors, water bottles and stowage.

Both early and late style rear turret plates are included. The late style had a wider hatch. The rear hatch is hinged and may be left to open and close with careful application of glue. The late version also had a modified Commander's hatch and some different turret details. These are also provided in the kit and pointed out in the instructions.

The gun barrel and muzzle is a single plastic piece. The main gun, sight and coaxial MG 34 are nicely detailed.

Plenty of external stowage is supplied, including spare tracks, stowage boxes and jerry cans. Each of the three vehicles has a different stowage arrangement and the instructions clearly illustrate these. All three marking options are fitted



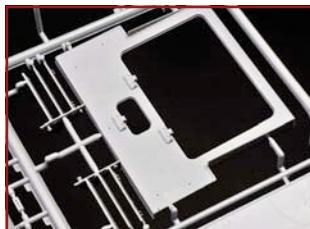
Lower hull plate.



The upper hull centre section. Note the sprocket teeth moulded onto the turret ring.



One of the separate hull side parts.



Rear upper hull section with part of the rear grill moulded in place.



Hull parts including the inward-swinging crew hatches.



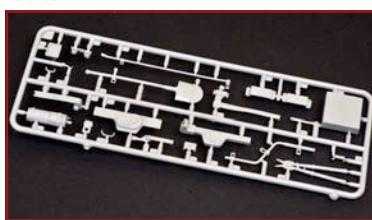
The big drive sprocket.



Final drive housing and idler wheel.



One of the four sprues holding the road wheels.



Tools have clasp detail moulded in place.



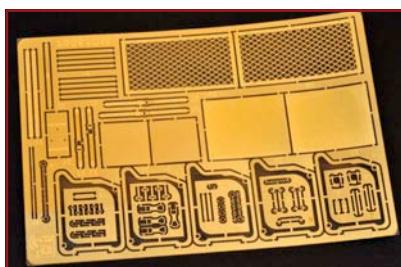
The upper turret shell.



Crisp radio face detail.



The early-style rear turret plate and Commander's hatch.



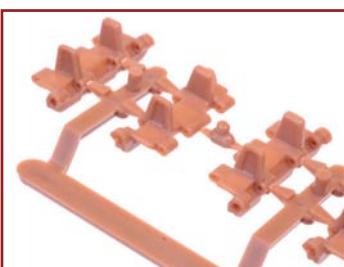
The modest-sized photo-etched fret.



Clear parts including vision scopes and headlight lenses.



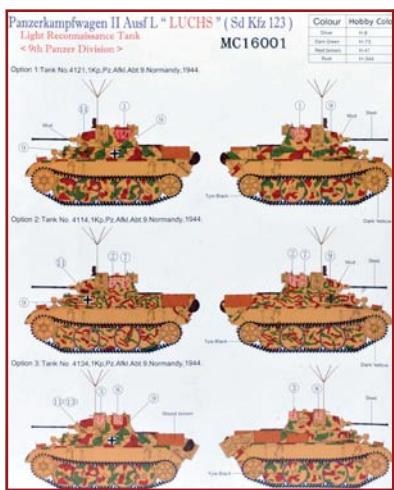
The outer surfaces of the individual track links.



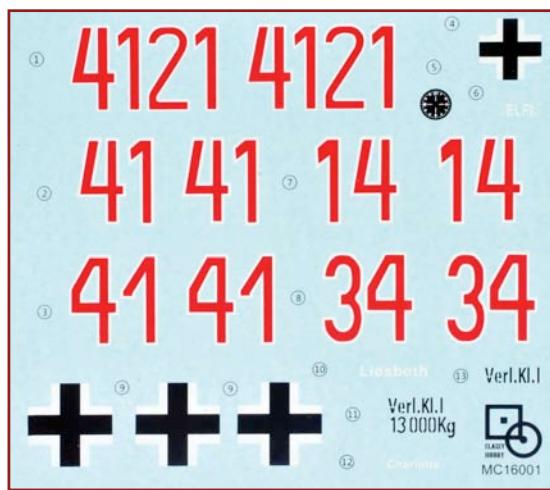
Inner face detail - nicely done.



Metal track pins and tow cable.



Three marking schemes are included.



The kit decal sheet.

with the star aerial. This is made up from fine plastic parts.

The three vehicles are all finished in a messy mottle of Dark Green and Red Brown over Dark Yellow. The decals are simple, colours are good and registration perfect on my sample.

CONCLUSION

In comparison with Trumpeter's 1:16 scale King Tiger with nearly 1,300

parts, Classy Hobby's Luchs looks eminently buildable!

Classy Hobby's Luchs features a well-detailed exterior with interior detail where it is needed most – inside the turret, which will be visible through open hatches, and underneath the large open cast grilles of the rear engine deck. Stowage and turret configuration options are welcome, and are all clearly pointed out in the

instructions.

The tracks are quite straightforward too, with just one piece per link and steel pin assembly.

Classy Hobby has also announced two crew figures for this kit – a driver and a Commander. I'll look forward to seeing these in due course.

In summary, I think Classy Hobby has chosen an ideal subject for their first 1:16 scale kit. The Luchs is a tough

looking vehicle with its squared-off lines and interleaving road wheels, but it is quite compact too – an ideal size for this large scale.

I don't think I'll be able to leave this in the box for too long!

Highly Recommended. ■

Thanks to Classy Hobby for the sample www.classy-hobby.com



ZVEZDA

1:35 SCALE

SOVIET ARMY 1.5 TON TRUCK. WWII
KIT NO 3602

Zvezda has been around for quite some time, and one of the strong points of this company is obviously Russian subjects.

Here we have a kit of the 1.5 tonne GAZ AA, which is a re-release, but remains a popular subject.

Inside the box, there are five sprues of green plastic parts, one in clear for windows and lenses and one in black with the tyres. In total there are 139 parts. There is also a set of decals. On the sheet itself there appears to be more than one option, though on the instructions there's only one option for markings. Interesting.

The detail looks to be quite nice on the parts, and going through the instructions, I noticed that there is engine detail, giving the builder more choices with how they may want to display their piece.

I also like the fact that you get a full tarp if you choose to have the rear compartment covered. This isn't shown on the box top, although the single option on the decal sheet actually shows it to be used.

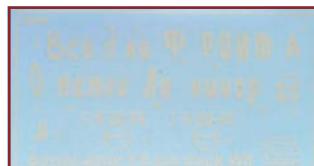
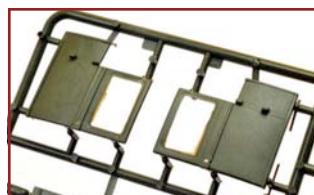
The tyres are a hard vinyl with good details and tread pattern.

Overall, I believe this is going to be a simple, fast build, ending in a nice representation of a GAZ truck. If you are after a simple easy build, look no further - here it is! Happy modelling. Highly Recommended.

Thanks to Creative Models Australia for the sample

www.creativemodels.com.au

Andrew Judson



AS 42 Sahariana



ITALERI

1:35 SCALE

AS 42 SAHARIANA

KIT NO. 6530

This kit is a re-release. Italeri Sahariana has been around since 2006, however this time it does not include the resin goodies of the engine and two crew figures although the etch sheet and metal barrel are still in the box.

The parts are okay moulding-wise with some flash present and mould seam lines range from light to heavy especially on some of the smaller items. There are mould pin marks mainly on the inside of the crew compartment and smaller ones on the weapons which will be difficult to fill in, also there are some slight sink marks on the weapons too.

One thing I would look at replacing with aftermarket items are the jerry cans that are moulded as one strip, or at the very least beat them up a bit to give them some character.

The five vinyl tyres are pretty good (for vinyl) and the tyre sizes on the side walls are nicely done with only a line of flash to remove from the circumference.

The photo-etch is mainly for a couple of jerry can holders and sand channels and the decal sheet is nicely printed although the Italian flag is slightly out of register, I don't really rate the decal for the instrument panel much either.

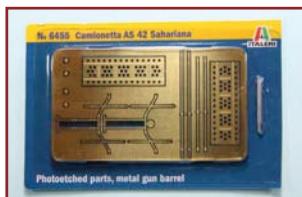
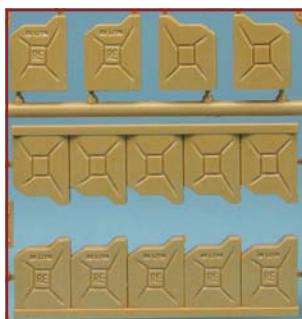
The paint scheme is restricted to a sand colour with only a change in licence plates for the four options shown and you can also choose to put the Italian flag on the bonnet (or hood) although I would be tempted to paint this rather than use the decal supplied.

I believe that after Italy surrendered a few Saharianas' ended up on the Russian Front with their new German owners so there is the possibility of more colour options. Obviously more research would be required.

Altogether this seems to be a reasonable kit and a good basis for further detailing should you require.

Recommended.

Thanks to The Hobby Company for the review sample www.hobbyco.net
Andy King



HAULER

1:35 SCALE SINGER SEWING MACHINE • ITEM NO. HLU 35085

This resin and photo-etched kit lends itself to dioramas featuring either domestic or military settings, plus a possible crossover opportunity for the doll's house market! The clear and concise instructions include a photo of a GI attending to some sewing outside in the snow in front of a parked M4 Sherman; so the scenario possibilities are endless. Other than the PE trestle legs and pedal crank, all parts are resin; with the quality of both media being very good. Assembly appears straightforward, but real care will be needed when preparing the main drive pulley as its rim and spokes are firmly joined to the casting block. I recall similar domestic Singer sewing machines finished in black enamel with gold "Singer" logos and filigree decorations.

Whilst perhaps less applicable to commercial or military issue machines, it would have been nice to have these markings provided as decals. As an aside, I could not help but notice that the kit appears identical to the 1:35 Singer sewing machine and chair released by JM Model. Recommended.

Thanks to Hauler for the sample www.hauler.cz

Mark Davies





Book Reviews



FC MODELTIps

BY FEDERICO COLLADA
VALLEJO PUBLICATIONS
ISBN 9788460828877

This great new publication from Vallejo is sure to be a very handy source of information to all modellers. It comes in the form of an A4 soft covered book, high gloss cover and 118 semi gloss pages covering many great subjects, and plenty of high quality photos to go with these. All works inside are those of the author, who has decided to cover many tips to help all at different levels to produce a better model.

Subjects covered with in the pages are as follows:

- Intro
- Sagging vinyl tracks
- Welding lines
- Glass and plastic bottles
- Texturing a vacuform scene
- Vacuform building
- Warm Colours
- Cold Colours
- Hand painted camouflage
- Zenithal lighting
- Six ways of painting tracks
- Printed wood planks
- Dragged veil, wood texture
- Dragged veil, dirt
- Stencilling chipping
- Splashed & dragged veil
- Stains with felt tip pens
- Faded winter Camouflage with glass cleaner
- Iron paint rusting
- Dry mud 1
- The weathering chamber
- Pigments rain

As you can see, a lot is covered here. I must admit that I had to look up some of the terms and techniques to see what they were, but everything is well written and easy to understand.

There is no doubt that this book will be of great help to all, no matter what level of modeller you are, from beginner to advanced. I would recommend having this in your library, a fantastic information source.

Thanks to FC Model Trend for the sample www.fcmodeltrend.com



EURO MODELISMO MAGAZINE

ISSUE 264

SPANISH EDITION

EUROMODELISMO ACCION PRESS

Here we have issue 264 of Euro Modelismo, a very good magazine, that covers a wide range of subjects. This issue has 62 pages in full colour covering:

- Sd.Kfz.222 and sidecar in 1:48 by Domingo Hernandez and Juanma Vergara
- Mig-21BIS in 1:48 by Jari Hemila
- Pak-40 in 1:35 by Carlos Cuesta
- T-65 X Wing in 1:72 by Diego Quijano
- Show Report
- New Products

This is the Spanish edition, so text-wise I cannot comment, although the photos are excellent. Each article has several pages with plenty of written content and brilliant photos showing progress from start to finish. The stand out for me is the 1:72 X Wing fighter from Fine Molds. This has been beautifully crafted with a lot of extra detail, making it just stunning. This is a very good publication, and although I can't read the text, like they say, a picture is worth a thousand words! Thank you for another great issue.



MAGAZINE

PANZER ACES NO 50

EUROMODELISMO ACCION PRESS

This is a brilliant magazine that has been bringing us, the modellers, some excellent articles over the issues its been around. Issue 50, does not let us down. This issue is 63 pages long, being a special edition, covering exclusively Allied Subjects.

Inside the pages, the following are covered:

- Defeat in 35mm, 1:35 Diorama by Javier Redondo
- Sherman IC Hybrid Firefly, 1:35 by Juan Luis Mercadal Pons
- Modelling Lesson, Paint with Complementary Colour by Jose Luis Lopez Ruiz
- Panic in the Oderbruch, 1:35 Riot by Frank Bazin
- Modelling Lessons, Acrylic Paint Melting Technique by Rodrigo Hernandez Cabos

All of these articles are just brilliant. The works are to a very high standard, and the photos and text within the pages are high quality and easy to understand. As always a great issue, Recommended.

Thanks to EuroModelismo Accion Press for the samples www.euromodelismo.com
Andrew Judson



Figures - A round-up of the latest figure sets on release...

REVELL

1:35 SCALE ANZAC INFANTRY (1915) • ITEM NO. 02618

WWI subjects continue to be popular with modellers, and now Revell has released a set of 1:35 scale WWI ANZAC Infantry figures.

In fact, this is a rebox of the ANZAC Infantry set previously released by ICM of Ukraine. This is no bad thing though, as ICM's figures have been very impressive of late, and these figures will add to the variety available for WWI modellers.

Revell's 1:35 scale ANZAC Infantry (1915) set comprises 121 parts in tan coloured plastic. Although not specifically stated, these figures represent Australian or New Zealand soldiers at Gallipoli.

One of the sprues contains the four figures. These include a walking officer with a neck covering attached to his cap, plus three infantrymen standing in general poses. One of these is using an improvised trench periscope. A selection of headgear is offered for the figures, including the Australian slouch hat, pith helmet or tin helmet. The New Zealand "lemon squeezer" hat is not supplied, but Kiwis sometimes wore the slouch hat too.

The remaining sprue is laden with a useful array of weapons and equipment. These include Lee Enfield and Ross rifles, Lewis Guns, Mills Bombs, No.16 Grenades, Webley revolvers, helmets, packs, canteens, tools and more. There'll be plenty of grist for the spares box once you've finished these figures!

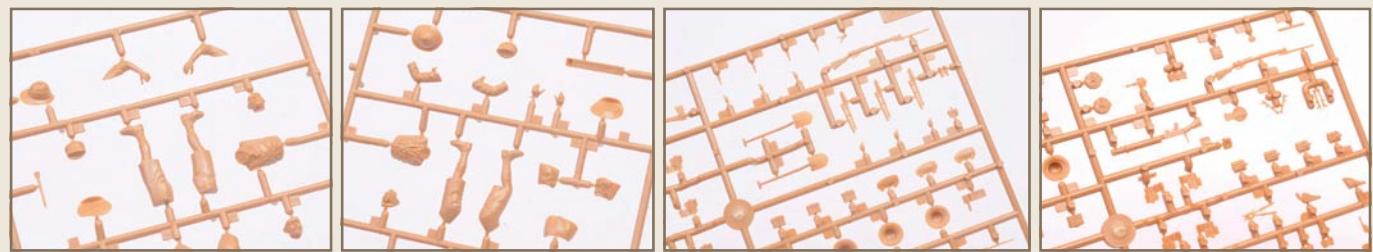
Moulding quality is excellent with a minimum of seam lines and no imperfections that I can find.

In my opinion, the poses of the three standing infantrymen are perhaps a bit wooden, but it is fantastic to see such a specific Australian or New Zealand set available in plastic. They will work well either as a figure vignette or as part of a larger diorama.

Highly Recommended.

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en, [@RevellGermany](https://www.facebook.com/Revell) or [facebook.com/Revell](https://www.facebook.com/Revell)

Brett Green



DRAGON

1:35 SCALE MACV-SOG • KIT NO. 3306

MACV-SOG is an acronym for the Military Assistance Command, Vietnam-Studies and Observation Group which was established in 1964 and was a highly classified, multi service unit that conducted covert operations during the Vietnam conflict. Operating in North and South Vietnam, Laos and Cambodia this group was tasked with strategic reconnaissance, the capture of enemy soldiers, rescuing downed aircrew and US prisoners of war and conducting 'Psy-Ops' or Psychological Warfare Operations. The unit took part in many battles including the Gulf of Tonkin incident, Operation Steel Tiger, Operation Tiger Hound, the Tet Offensive to name a few before being disbanded in 1972.

This particular set of figures first appeared in the early 1990s but Dragon has seen fit to re-issue them again. Inside you get two sprues, one with four figures and some personal equipment and the other smaller sprue has four XM177 E2 rifles, one of which features an M203 grenade launcher. There is also a single telescopic sight included.

The figures themselves are okay but you can tell they are some of Dragon's earlier releases as the detail is not as sharp as those being produced now. Surprisingly the moulding quality is not bad considering the age of the tooling although the 'die-lines' that afflict virtually all of Dragon's figures to some degree are present on these. There are mould-seam lines but you get these on any injection moulded part and all parts are remarkably flash-free. Uniform-wise the crouching figure taking aim is wearing the 'ERDL' or 'Lowlands' camouflage tunic and trousers, the other crouching figure is depicted wearing the 'Tigerstripe' uniform while one standing figure has 'Tigerstripe' trousers and black tunic with the final standing figure in an all black uniform. Headwear is confined to bandanas and headbands and interestingly the web harnesses that the figures are wearing are for the 'STABO' or STABilised BOdy extraction system. This was used for the rapid lift or drop by helicopter of special forces troops into or out of combat zones.

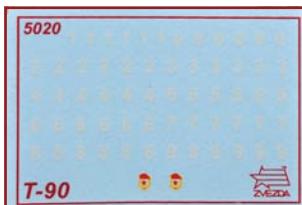
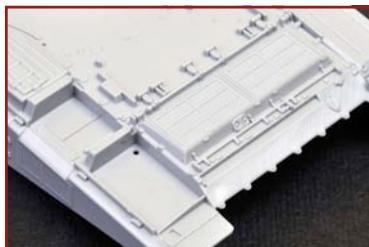
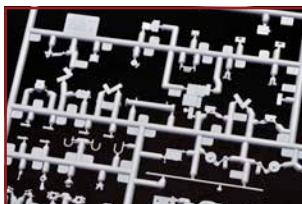
Although not really up to current standards this set of figures can be improved with some extra work and for modellers of the Vietnam conflict they are still quite useful. Recommended.

History via Wikipedia and other internet sources.

Thanks to The Hobby Company for the review sample www.hobbyco.net

Andy King





ZVEZDA

1:72 SCALE

RUSSIAN MAIN BATTLE TANK T-90

ITEM NO. 5020

The T-90 is a third-generation Russian battle tank that entered service in 1993. The tank is a moderate variation of the T-72B and incorporates many features found on the T-80U – it was originally called the T-72BU but was later renamed to T-90.

It is the most advanced tank in service with Russian Ground Forces and the Naval Infantry.

The T-90 uses a 125 mm 2A46 smoothbore main gun, the 1A45T fire-control system, an uprated engine, and thermal sights.

Standard protective measures include a blend of steel, composite armour, smoke dischargers, Kontakt-5 explosive-reactive armour, laser warning receivers, Nakidka camouflage and the Shtora infrared ATGM jamming system. The EMT-7 electromagnetic pulse (EMP) creator has been used in testing but not fitted to T-90s in active service.[6] It was designed and built by Uralvagonzavod, in Nizhny Tagil, Russia.

Since 2011, the Russian armed forces have ceased any further orders for the T-90, and are instead anticipating the development of the T-14 Armata that is expected to enter service in 2016.*

Zvezda's new 1:72 scale T-90 comprises 199 parts in crisply moulded grey plastic and two parts in black. The black parts are full length tracks moulded flat.

Detail is exquisite.

The upper hull is moulded in once piece, including side skirts, but this does not detract from the gorgeous moulded-on detail. The vent detail moulded to the rear deck looks great too. The lower hull is also moulded as a on-piece tub with just a separate rear hull plate.

The turret is moulded with an intricately detailed roof, a base and separate sections for each side, the front and the rear. Additional detail parts including stowage boxes, smoke dischargers and machine gun mount, are built up in logical layers.

Suspension swing arms are separate and running gear should be fast and easy to install. The instructions suggest that the flat full-length injection moulded tracks should simply be bent around the drive sprockets and idler wheels. I would recommend testing this before committing to glue!

Despite its small scale, the detail parts are delicately rendered. Items that are tricky even in 1:35 scale such as light brush guards are given remarkable in-scale treatment. Even the tow cables are moulded in plastic and they look great. A number jungle is supplied on the decal sheet with two specific markings suggested on the instruction sheet. One of these is in overall green, while the other is the three-colour scheme.

This is a very impressive kit that should look great after careful assembly.

* Historical background courtesy of Wikipedia <https://en.wikipedia.org/wiki/T-90>

Highly Recommended.

Thanks to Creative Models Australia for the sample www.creativemodeos.com.au

Brett Green



BRENGUN

1:72 SCALE

HAND TRUCK

ITEM NO. BRL 72097

Here's a simple but handy set of six hand trucks that are ideal for workshop or warehouse dioramas. Each truck is made from three photo-etched parts and two resin wheels. The quality of components is excellent, and very clear instructions are included.

Recommended.

Thanks to Brengun for the sample www.brengun.cz

Mark Davies

HAULER

1:72 SCALE

FT-17 PE DETAIL SET FOR FTF MODEL KIT

ITEM NO. LHL720047

Hauler has released a simple but effective PE set to add some beneficial detail and scale refinement to FTF Model's FT-17 kit. Amongst other things, it addresses the tail skid, engine compartment ventilator, a large stowage box, shovel, and various small brackets and handles.

Quality of the parts is very good, as we have come to expect from Hauler. The accompanying images illustrate the set applied to an assembled example of the FTF Model kit. The results appear to be a big improvement.

Highly Recommended.

Thanks to Hauler for the sample www.hauler.cz

Mark Davies



THE MODELLING BUCKET LIST

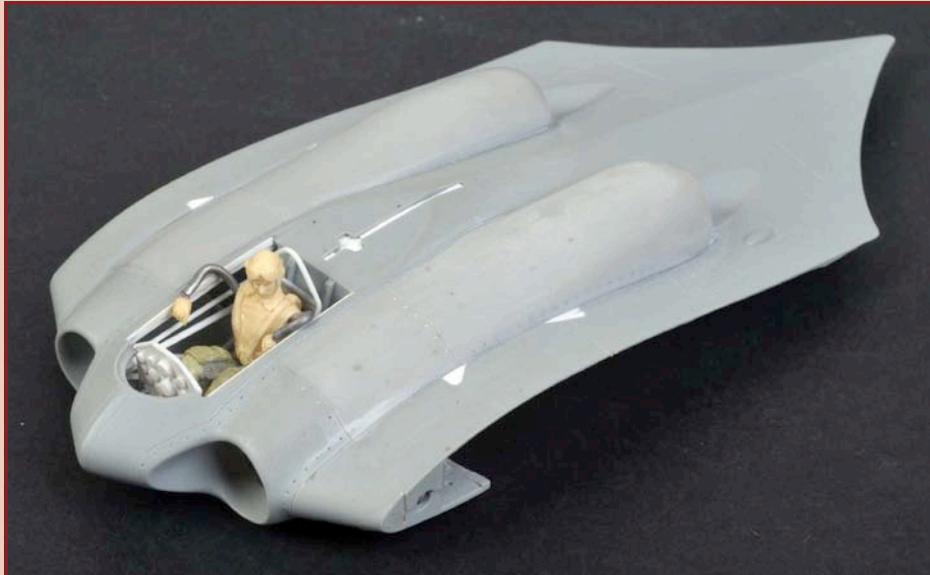
I was looking at my stash the other day and thought to myself, I have all of these models but, which ones do I really want to build? Or rather, what kits do I want to complete in the next five years? Now, as most of you know, I don't just build model tanks in 1:48 scale but also build in a few different scales that encompass figures, AFVs and aircraft. I suspect that most of you who read this column will also fall into the same category.

Asking yourself this question can be tough.

There are two reasons for this. The first, is your stash always growing. I don't know about you, but I'm lucky to complete five models a year and I know for a fact, I'd buy more than that number per year so each year my stash increases.

Now I'm not about to stop purchasing kits as it's one of my few guilty pleasures so something has to give there. The second is that there seem to be so many new releases these days it is really hard to keep up with them all. Most of us have these two factors to contend with when making up our own modelling bucket list. For me, most of the kits on my bucket list I already have but, some like a 1:48 scale M18 Hellcat and Dragon Wagon, I don't think I'll ever have in plastic.

Most of my bucket list consists of 1:48 scale planes (for example, I have always wanted to do



a whole range of planes with shark's mouths) but some are dioramas. I've always thought a well-executed diorama is really the ultimate expression of modelling skill. Problem is they take so long to complete well!

Anyway, enough of me blabbing on, what's on your modelling bucket list?

Until Next Time from Mr Plodder
Luke Pitt



TORO MODEL

ROYAL AIR FORCE BEDFORD MWD DRIVER. ITEM NO. 48F42

ROYAL AIR FORCE AIR MECHANIC. ITEM NO. 48F41

These new 1:48 scale figures from Toro Models are part of quite a large range offered by this manufacturer and I must say that I'm always impressed with what they produce. The figures are cast in just two pieces and come with separate heads.

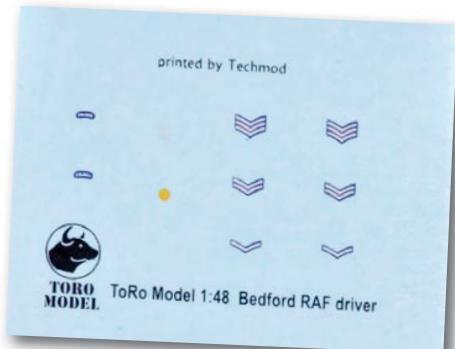
The uniform details are handled well with features like the fabric folds rendered to a high standard. In comparison to other high range resin figures these figures look perfect in terms of height and bulk.

The timing of these figures is almost flawless as well as both could be included with the Airfix Bedford if you wish. The faces on these figures have a nice feel to them and again are rendered to a high standard. It is also nice to see a small decal sheet of uniform insignia included as they would be almost impossible to paint well in this scale for all but a select few.

Highly Recommended.

Thanks to Toro Model for the samples <http://toro-model.home.pl>

Luke Pitt





URAL-4320 KF-2
1/48
VM4803



Full Resin kit with Photoetched parts and decal



VICTORY MAKETT

URAL-4320 KF-2

1:48 SCALE

KIT NO. VM4803

The Ural 4320 is a general purpose off-road 6 x 6 truck produced by the Ural Automotive Plant in Miass Russia. Introduced in 1976, the wheel arrangement is designed for transporting cargo, people and trailers on all types of terrain. By all accounts, the truck is reliable and easy to maintain.

The Russian military has embraced it as their main transport and the truck itself can be seen in a whole range of versions and configurations.

This new 1:48 scale model from Victory Makett is a variation of the Balaton Ural truck that I reviewed way back in December of 2013. It seems that the moulds have been on sold to Victory and they are now releasing a whole range of versions of this versatile family.

The model is in a word superb, comprising 109 very well cast resin pieces, 38 photo-etched parts on two frets, one small acetate sheet for the windscreens and windows and a small decal sheet.

The model impressed me with its sheer quality and attention to detail. The real Ural-4320 is a huge vehicle and in 1:48 scale it measures well over 16 cm long. The wheels for example each measure over 3 cm in diameter.

The attention to detail on this model is nothing short of amazing. The chassis features detail on both the inner and outer frame and is cast as one piece. Generally this sort of casting betrays some sort of distortion but not this one - it is straight and true. The wheels are another highlight with the hub and tread details almost flawless in their execution. The seven page instruction sheet is well thought out and is very useable.

As you might have guessed, I do like this model. If you want to experience how good a 1:48 scale resin kit can be, I suggest you go out and buy this if the subject choice appeals to you. The model is that good.

Highly Recommended.

Thanks to Victory Makett for the review sample <http://bolthely.hu/victorymakett>

Luke Pitt

HAULER

EURO PALLET. ITEM NO. HLX48368

DISPOSABLE PALLET. ITEM NO. HLX48369

Our friends at Hauler continue to offer us 1:48 scale modellers sensible updates for all the newer releases. This month, two versions of pallets are on offer. For most of my working life I have been around these in one form or another and I must say Hauler has captured these stowage pallets very well, I'm quite frankly surprised that nobody has thought of making these in this scale before.

Two complete pallets are included in each set and are made up entirely of resin. There is a nice woodgrain texture cast onto the pallets. These will be quite useful for anyone doing a modern subject as I have seen them from factory floors to on the back end of tanks.

Highly Recommended.

Thanks to Hauler for the sample www.hauler.cz

Luke Pitt



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FAST FOOD

Jose Brito builds MiniArt's 1:35 scale BA-64 and sets it in a Korean War setting.



HORCH 108

Joaquin Garcia Gazquez presents a new Feature Article on his 1:48 scale vignette based on Tamiya's recent 1:48 scale Horch.



RESCUE ME!

Andy King rescues his partly built Trumpeter 1:35 scale E-25 from the Shelf of Doom.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



AMX-13

The Editor builds Tamiya's new 1:35 scale French Light Tank AMX-13.

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The Last Post...



Colourful decal options.

T-34 REDUX

Revell has re-boxed ICM's 1:35 scale T-34/76 Model 1943. Graham Tetley takes a look.

CM released this model not long ago and Revell has now reboxed it to fit into their own range.

The kit comes on five sprues, with a separate upper and lower hull and tracks moulded in two lengths per side in a very flexible material.

Moulding quality is very good with no visible flash on my model and detail is all clean and crisp throughout. I particularly like the cast texture on the turret and the many welding marks that are prominent on the back deck, turret, gun mantlet and the front hull.

There are just over 180 parts to it and it comes with a complete set of wheels for either the early 1943 production or a full set of late 1943 rubber tired cast wheels. Markings are provided for two vehicles and the instructions are clear and very easy to follow.

DRAGON IT ISN'T

A quick inspection of the detail reveals that the bump stops on the lower hull are simplified but they will not be visible on the finished model. The holes and tread width on the rubber-tyred wheels are a little overscale but I can live with it. Also, it is possible that the upper hull contains features that are not specific to this particular model or factory where it was made. You can argue the specific detail on T34's until the cows come home (most of the features match to a standard production Factory No. 183 late 1942-very early 1943 production with handrails fitted) but what we have will please most modellers.

There is a partial interior consisting of basic crew seats, front hull machine gun as well as the main gun & breech to include the co-axial machine gun. For the outside, we get a set of pioneer tools, spare tracks, ice cleats and a rolled tarp. The engine deck comes with all four top & side louvers nicely molded with separate interior baffles, but the large radiator grille is one solid piece. Revell does not

provide any etch in the box so if you want to replace it you will have to go aftermarket.

The tracks come in two flexible sections per run. Detail is good however the mould separation lines are very prominent. You will need our old friend Mr Heated Screwdriver to join the two lengths and CA glue to get them to stick to the road wheels. On this sprue we also get vinyl tow cables which look nice, but would be best replaced as cleaning them up will be nigh on impossible.

TURRET

Revell provides a very good and basically correct turret for the version modelled. I particularly like the cast texture and all the various sections of weld detail. The turret is made of an upper & lower half and there may be some alignment problems as indicated by a test fit. To be fair to Revell though, I have yet to build such a turret with a perfect fit and no need to add back the cast texture afterwards. The gun breech will give you enough to look at through the open hatches.

CONCLUSION

In summary, this is a sound rendition of a typical T34/76 1943 version. Those modellers wanting more detail and better tracks will seek out the Dragon kits but many will be happy with what we have here. Bearing in mind the UK retail price of around £18, it represents good value for money and comes recommended by me. ■

Graham Tetley



Vinyl tow cables.

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en/, @RevellGermany or facebook.com/Revell



Lovely turret cast texture.



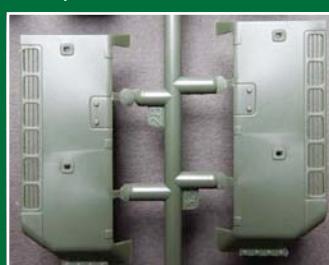
Road wheels sprue.



The solid engine deck grille.



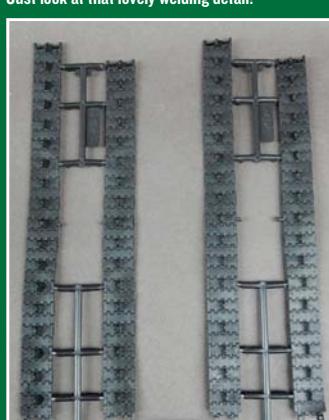
Turret top detail.



Engine deck detail.

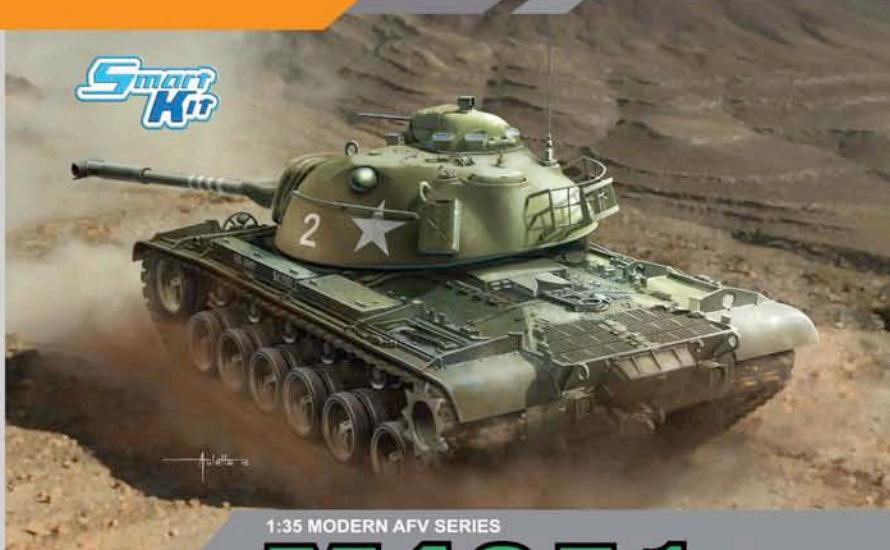


Just look at that lovely welding detail!



The two-piece track runs.

Smart
Kit



1:35 MODERN AFV SERIES

M48A1



• Newly designed M48A1 reproduced w/authentic detail



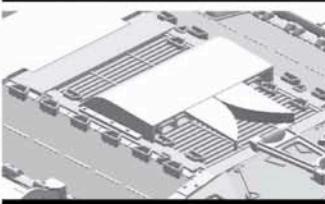
• Turret mounting T54 90mm gun w/muzzle brake well represented



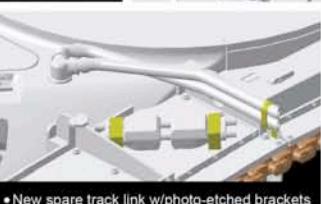
• M1 commander's cupola includes .50-cal M2 machine gun



• Separate parts allow commander's hatch to be modeled open or closed



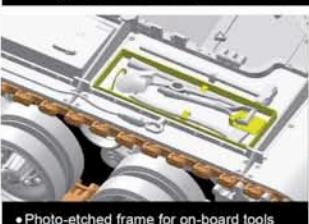
• New exhaust outlet deflectors are positioned on engine deck w/stunning detail



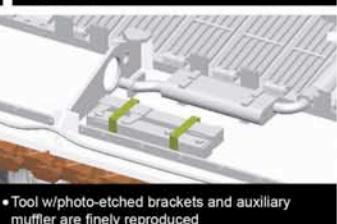
• New spare track link w/photo-etched brackets
• New personnel heater exhaust pipes made by slide mold



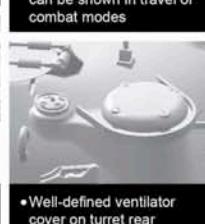
• Gun barrel travel lock can be shown in travel or combat modes



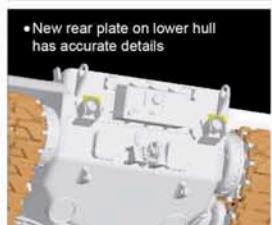
• Photo-etched frame for on-board tools



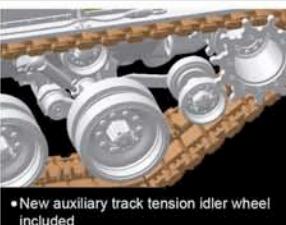
• Tool w/photo-etched brackets and auxiliary muffler are finely reproduced



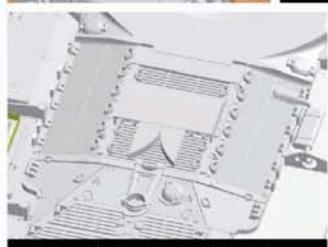
• Well-defined ventilator cover on turret rear



• New rear plate on lower hull has accurate details



• New auxiliary track tension idler wheel included



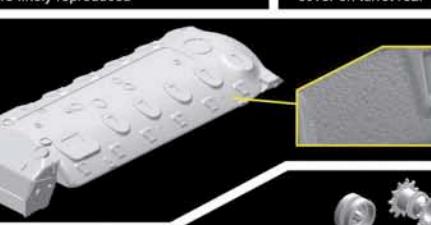
• Rear hull and engine deck produced w/excellent level of detail



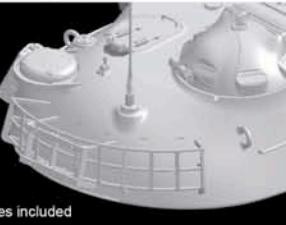
• Well-detailed stowage boxes on fenders



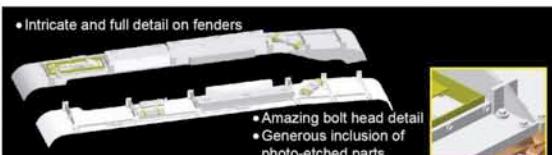
• One-piece slide-molded upper and lower hulls w/delicate detail



• True-to-scale turret stowage basket provided



• Tow cables included



• Intricate and full detail on fenders



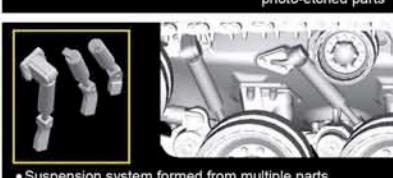
• Sprockets and road wheels assembled from multiple parts



• 3-directional slide-molded turret produced as single piece



• Turret with delicate cast pattern



• Suspension system formed from multiple parts



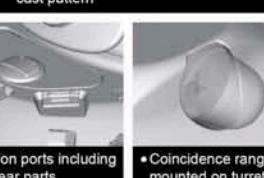
• Designed headlight cluster w/fine detail



• Casting numbers molded on M48A1



• Front vision ports including crystal clear parts



• Coincidence rangefinder mounted on turret sides



• Detailed one-piece DS tracks



D3559

Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowhill, Milton Keynes, MK5 8PG

See the full Dragon range at www.hobbyco.net

Dragon models are available from all good model shops

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AMX-13

FRENCH LIGHT TANK



Vive la Différence!

1/35 Military Miniature Series French Light Tank AMX-13 (Item 35349)

While designed to be light enough to transport and deploy overseas at short notice, the French AMX-13 light tank was still able to mount a 75mm main gun which was based on that of the German Panther, and would later also be used on the Israeli M50 "Super Sherman". That it could handle the powerful 75mm weapon was thanks to a 2-piece oscillating turret, with the lower half acting as a base and providing rotation, and the upper half (complete with gun and autoloader) moving to give elevation. Around half of the 7,700 produced between 1952 and 1985 were exported to foreign forces; those that remained in French service typically were deployed in reconnaissance units within armored divisions until they were withdrawn in the late 1980s. This innovative tank design is now rendered in detailed Tamiya 1/35 scale, ready to make a difference to your collection!



★Length: 183mm

1/35
SCALE



★Marvel at authentic depictions of the turret canvas cover, plus hull and turret cast metal surfaces.



★Photo-etched engine grille part is included to further raise the detail of the model.



★Images show assembled and painted kits.

★Product may vary from images shown.

Developed with support from the Musée des Blindés de Saumur, France.



French Medium Tank Somua S35 (Item 35344)



French Battle Tank B1 bis (Item 35282)



French Main Battle Tank Leclerc Series 2 (Item 35279)

Selected French Subjects in Tamiya 1/35

There's plenty of company for the AMX-13 in the impressive Tamiya 1/35 Military Miniature Series; why not also try building your own WWII-era Somua S35 and B1 bis, or the modern day Leclerc Series 2?



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